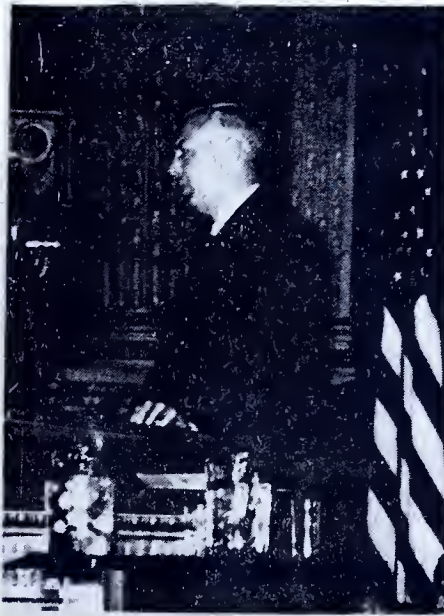


THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE



Governor Martin Addressing the Conference

"Only by thorough and well planned courses in safety education using precept and practice, plus a strict enforcement program backed by enlightened public opinion, and utilizing every available force in the community, can we hope to reduce these alarming figures to new low levels representing only unavoidable and unpredictable happenings that form part of the daily hazard common to us all."

HELD AT
HARRISBURG, PENNSYLVANIA

August 19, 1946.

MAJOR GENERAL EDWARD MARTIN, GOVERNOR
GENERAL CHAIRMAN

HON. DAVID W. HARRIS
SECRETARY OF REVENUE
CHAIRMAN

COL. C. M. WILHELM, COMMISSIONER
PENNSYLVANIA STATE POLICE
VICE-CHAIRMAN

PA
E.O.



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THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE

held at

Harrisburg, Pennsylvania

on

August 19, 1946

* * * * *

State Planning Board

The meeting was called to order by Honorable David W. Harris,
Secretary of Revenue, at 10:10 A.M., Daylight Saving Time.

COMMITTEE

GENERAL EDWARD MARTIN, Governor
General Chairman

HON. DAVID W. HARRIS, Secretary of Revenue
Chairman

COL. C. M. WILHELM, Commissioner
Pennsylvania State Police
Vice-Chairman

GEORGE I. BLOOM, Secretary to the Governor

WILLIAM H. CHESTNUT, Secretary
Department of Labor and Industry

EDWARD P. CURRAN, Safety Director
Keystone Automobile Club, Philadelphia

CHARLES R. DYER, Manager
Keystone Automobile Club, Harrisburg

F. J. EDWARDS, Chairman
Pennsylvania Bus Association

EDWARD GOGOLIN, General Manager
Pennsylvania Motor Truck Association

FRANCIS B. HAAS, Superintendent of
Public Instruction

WILLIAM HARDY
Pennsylvania Newspaper Publishers
Association

GUY R. JOHNSON, Director, Bureau of
Transportation,
Pennsylvania Public Utility Commission

CLAUDE S. KLUGH, Manager
Pennsylvania Automotive Association

RICHARD MAIZE, Secretary of Mines

RICHARD MAXWELL, Secretary
Pennsylvania Motor Federation

RAY F. SMOCK, Secretary of Highways

IVAN J. STEHLIAN, Chief
Division of Highway Safety Education
Department of Public Instruction

T. E. TRANSEAU, Director
Bureau of Highway Safety
Department of Revenue

PROGRAM

Monday, August 19, 1946

HOUSE OF REPRESENTATIVES CHAMBER

GENERAL SESSION

10:00 A. M. to 11:00 A. M.

10:00 A.M. Call to order by Chairman

HON. DAVID W. HARRIS, Secretary of Revenue

Remarks by:

T. E. TRANSEAU,
Director, Bureau of Highway Safety

Remarks by:

COLONEL E. M. WILHELM,
Commissioner, Pennsylvania State Police

10:30 A.M. Address by:

GOVERNOR EDWARD MARTIN

Address by:

HON. BERNARD SAMUEL,
Mayor of Philadelphia

Address by:

HON. DAVID LAWRENCE,
Mayor of Pittsburgh

Announcement of Group Committee Meetings
by the Chairman

11:00 A.M. to 1:00 P.M. Committee Meetings

1:30 P.M. Luncheon at Penn Harris Hotel

Address by:

ATTORNEY GENERAL JAMES H. DUFF

Committee Reports and Suggestions

Remarks by Chairman of Action Committee

Adjournment

EDUCATION COMMITTEE

SENATE CAUCUS ROOM

11 A. M. - 1 P. M.

Dr. F. B. Haas, Superintendent of Public
Instruction

Chairman

Introductory Remarks by Dr. Haas.

Elementary Education
Discussion

Secondary Education

DISCUSSION

Part played by the Colleges in Teachers Education
Discussion.

Pupil Transportation.
Discussion.

Public Information.
Discussion.

Summary of Proceedings:
Dr. Haas.

* * * * *

ENFORCEMENT COMMITTEE

COLONEL C. M. WILHELM, *Chairman*

11 A. M. - 1 P. M.

HOUSE OF REPRESENTATIVES CHAMBER

Purpose of Conference by Colonel C. M. Wilhelm

1. View of Pleasure Car Drivers
2. View of Bus Operators

ENFORCEMENT COMMITTEE Continued

3. The Pedestrian's Point of View
4. The Policeman's Point of View
 - (a) Urban
 - (b) Rural
5. The Court's Point of View
6. Open Discussion
7. Suggestions for Report of Committee

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ENGINEERING COMMITTEE

Secretary of Highways

RAY F. SMOCK, *Chairman*

11 A. M. - 1 P. M.

HOUSE CAUCUS ROOM

Opening Remarks by CHAIRMAN SMOCK

Address by:

THOMAS C. FRAME,
Chief Engineer, Department of Highways

Address by:

H. G. VAN RIPER,
Planning and Traffic Engineer,
Department of Highways

Open Discussion.

Resolutions and Report of Committee

OPENING ADDRESS BY

HON. DAVID W. HARRIS

SECRETARY OF REVENUE

MY FELLOW PENNSYLVANIANS:

GOVERNOR MARTIN, ALWAYS HAVING IN MIND THE WELFARE OF THE PEOPLE OF THE COMMONWEALTH OF PENNSYLVANIA, ASKED YOU TO COME HERE TODAY IN THE INTEREST OF PROMOTING GREATER SAFETY UPON OUR HIGHWAYS.

IT IS A PLEASURE TO WELCOME YOU TO THIS MEETING CALLED FOR THE PURPOSE OF AROUSING PUBLIC INTEREST AND OBTAINING COOPERATIVE ACTION ON TRAFFIC SAFETY, WHICH UNDOUBTEDLY, IS A MAJOR PHASE OF EVERY STATE OR NATION'S GREATEST RESPONSIBILITY - CONSERVATION OF HUMAN LIFE. IT IS INSPIRING, INDEED, TO OBSERVE THAT ALMOST EVERY WALK OF OUR CIVIC AND OFFICIAL LIFE IS REPRESENTED HERE TODAY.

WE MUST ALL BE AGREED, OR WE WOULDN'T BE HERE, THAT TRAFFIC SAFETY IS A GIGANTIC PROBLEM. THE ANNUAL CASUALTY LISTS RUNNING INTO THOUSANDS KILLED, MANY MORE THOUSANDS INJURED AND MILLIONS OF DOLLARS IN PROPERTY LOSS WILL BEAR THAT OUT. THIS HAS BEEN GOING ON FOR YEARS, ALMOST SINCE THE DAY MAN INVENTED THIS MARVELOUS MACHINE - THE AUTOMOBILE, AND THEN LET IT RUN AWAY FROM HIM AS FAR AS CONTROL OF ITS OPERATIONS IS CONCERNED, AND IT WILL CONTINUE TO GO ON UNTIL WE SUCCEED IN AROUSING EVERY CITIZEN OF THE COMMONWEALTH TO A VIVID REALIZATION OF HIS RESPONSIBILITY AND OBLIGATION TO HIS FELLOWMAN. I DON'T NEED TO TELL YOU THAT IF EVERY PERSON WALKED RIGHT AND DROVE RIGHT, THERE WOULD BE FEW, IF ANY, TRAFFIC TRAGEDIES AND SUCH MEETINGS AS THIS WOULD BE UNNECESSARY.

BUT UNFORTUNATELY, THAT UTOPIAN VIEW IS NOT A FACT SO THAT TODAY AND IN THE DAYS AHEAD, WE HAVE THIS BIG PROBLEM ON OUR HANDS AND MUST DO SOMETHING ABOUT IT.

WHEN I SAY THAT, I DO NOT IMPLY THAT THE STATE HAS REACHED THE END OF ITS RESOURCES IN COPING WITH THE PROBLEM, FOR IT HAS NOT - FAR FROM IT, I WOULD HAVE YOU KNOW, BECAUSE TODAY PENNSYLVANIA'S RECORD ON TRAFFIC SAFETY IS EXCELLENT AMONG STATES OF COMPARABLE SIZE. WE ARE A STATE OF METROPOLITAN AREAS WITH TREMENDOUS POPULATIONS; INDUSTRIAL PLANTS ARE SCATTERED THROUGH MANY LOCALITIES, AND THEN WE HAVE A GREAT AGRICULTURAL AND RURAL SECTION. WE VARY FROM LOW ALTITUDE AND LOWLANDS TO WIDE VALLEYS AND MOUNTAINS. ALL OF THESE ELEMENTS ARE SERVED BY OUR SPLENDID HIGHWAY SYSTEM WHERE SOME MOTORISTS, WHETHER COMMERCIAL OR OF THE PLEASURE TYPE, ARE PRONE TO SPEED OR BECOME RECKLESS, THUS BRINGING A HAZARDOUS CONDITION TO THEMSELVES AND THE PEDESTRIAN. OUR ENFORCEMENT AND ENGINEERING ARE SECOND TO NONE, AND WE HAVE BEEN MAKING PROGRESS IN EDUCATION, THE THIRD AND BY FAR, THE MOST IMPORTANT OF THE THREE GREAT "E'S" OF HIGHWAY SAFETY.

WHAT THE COMPLETE AND SUCCESSFUL PROMOTION OF HIGHWAY SAFETY HAS LACKED HERE IN THIS STATE AND ELSEWHERE HAS BEEN SUFFICIENT PUBLIC INTEREST TO CREATE A WIDESPREAD, WELL ORGANIZED, COOPERATIVE MOVEMENT TO OBTAIN THE DESIRED RESULTS.

THE STATE HAS AND WILL CONTINUE TO COMBAT THE TRAFFIC EVIL WITH ALL THE RESOURCES AT ITS COMMAND, BUT TO ENJOY COMPLETE SUCCESS, THE WHOLEHEARTED SINCERE COOPERATION OF EVERY CITIZEN OF THE COMMONWEALTH MUST BE OBTAINED.

HOW ARE WE TO CORRECT AND IMPROVE SAFETY ON THE HIGHWAYS?

- FIRST - WE MUST AROUSE PUBLIC INTEREST THROUGH EVERY MEDIUM OF INFORMATION.
- SECOND - EDUCATION, NOT ONLY OF OUR CHILDREN IN THE SCHOOLS AND COLLEGES, BUT THE CREATION OF AN ACTIVE INTEREST AMONG TEACHERS, SUPERVISORS AND SCHOOL ADMINISTRATIVE AGENCIES, TOGETHER WITH PARENT AND TEACHER ASSOCIATIONS, TO ENCOURAGE OBEDIENCE TO LAW AND SAFETY REGULATIONS.
- THIRD - POLICING AND ENFORCEMENT - HERE WE HAVE THE INITIAL STAGE OF HIGHWAY SAFETY AND THE CONSERVATION OF HUMAN LIFE. EXCESSIVE SPEED, RECKLESS DRIVING AND THE OPERATION OF IMPROPERLY EQUIPPED MOTOR VEHICLES ARE NOT TOLERATED, AND VIOLATORS WILL BE PROSECUTED AND UPON CONVICTION SUMMARILY PUNISHED. SUSPENSION OF OPERATING PRIVILEGE OR REVOCATION SEEM TO BE THE ONLY FORCEFUL METHOD OF ENFORCEMENT.
- FOURTH - ENGINEERING - THIS SUBJECT REQUIRES CLOSE CO-ORDINATION BETWEEN AGENCIES CHARGED WITH HIGHWAY SAFETY AND THE AUTOMOTIVE INDUSTRY. CONTINUED IMPROVEMENT OF OUR HIGHWAY SYSTEM, THE ELIMINATION OF GRADE CROSSINGS AND THE INSTALLATION OF MODERN LIGHTING WILL GIVE ADDITIONAL PROTECTION.

WE ARE CONFIDENT THAT AS A RESULT OF THIS MEETING, A STRONG, VIRGILE, INTELLIGENT AND AGGRESSIVE HIGHWAY SAFETY COMMITTEE WILL BE FORMED IN EVERY ONE OF THE SIXTY-SEVEN COUNTIES OF THIS COMMONWEALTH.

IT WILL BE THE PURPOSE OF THOSE COMMITTEES TO COOPERATE WITH YOUR STATE GOVERNMENT IN PUTTING INTO EFFECT A STRONG LONG RANGE SAFETY PROGRAM, AND ALSO TO INSIST UPON THE EFFICIENT HANDLING OF THE TRAFFIC SAFETY PROBLEM IN THEIR OWN COMMUNITIES. WHEN THAT IS ACCOMPLISHED, WE WILL HAVE AN EDUCATIONAL PROGRAM IN EVERY SCHOOL OF THE COMMONWEALTH, AND WE WILL HAVE BETTER TRAFFIC ENGINEERING AND UNIFORMITY IN ENFORCEMENT THAT WILL MAKE IT MORE EFFECTIVE. TO THAT END YOUR ADVICE AND ACTIVE COOPERATION IS EARNESTLY DESIRED.

IN ORDER THAT THE FULL SUBJECT OF TODAY'S MEETING MAY BE MORE BROADLY DISCUSSED, WE HAVE ARRANGED MEETINGS TO BE HELD IMMEDIATELY FOLLOWING THE ADJOURNMENT OF THIS MEETING. YOU ARE, THEREFORE, INVITED TO ATTEND THE CONFERENCES IN THE ROOMS DESIGNATED ON THE PROGRAM AND THERE GIVE OPEN EXPRESSION TO YOUR VIEWS.

CHAIRMAN HARRIS:

LADIES AND GENTLEMEN, WE HAVE A VERY CLOSE SCHEDULE AND WE ARE GOING TO TRY AND CARRY IT THROUGH FOR YOUR CONVENIENCE AS WELL AS FOR THE BETTERMENT OF HIGHWAY SAFETY.

WE HAVE BEEN PARTICULARLY FORTUNATE IN PENNSYLVANIA IN HAVING THE BUREAU OF HIGHWAY SAFETY HEADED BY AN OUTSTANDING DIRECTOR. HE IS CONSIDERED OUTSTANDING IN HIGHWAY SAFETY NOT ONLY IN PENNSYLVANIA BUT THROUGHOUT AMERICA.

I AM GOING TO ASK MR. T. E. TRANSEAU TO ADDRESS YOU AT THIS TIME.

MR. T. E. TRANSEAU:

OVER 813 MEN, WOMEN AND CHILDREN LOST THEIR LIVES IN TRAFFIC ACCIDENTS IN THE FIRST 6 MONTHS OF 1946, IN PENNSYLVANIA. THIS IS AN INCREASE OF 307 OVER THE FIRST HALF OF 1945, OR 60.6%. HOWEVER, IT REPRESENTS A DECREASE OF 137 FROM THE SAME PERIOD OF 1941, THE LAST PRE-WAR YEAR, A DECREASE OF ABOUT 15%. ONLY IN JUNE OF 1946 HAS THERE BEEN A DECREASE OVER THE SAME MONTH OF 1945. HOWEVER, THERE DOES SEEM TO BE A DOWNWARD TREND, AND IT IS HOPED THAT THIS CONFERENCE MAY BE THE FIRST STEP IN DETERMINED EFFORT BY ALL CONCERNED TO BRING ABOUT A SUBSTANTIAL STATE-WIDE DECREASE.

DR. BOWMAN IN HIS SIX MONTHS COMPARATIVE FATALITIES REPORT, PUBLISHED IN MANY NEWSPAPERS, POINTS OUT ONE ALARMING PHASE OF THE 1946 SITUATION. THE INCREASE IN DEATHS IN RURAL AREAS IS OUT OF ALL PROPORTION TO THE INCREASE IN OUR CITIES, THE FIGURE BEING NEARLY 4 TO 1. NATURALLY, THIS IS EXPLAINED BY INCREASED TRAVEL WITH UNRATED GASOLINE. INCIDENTALLY, GASOLINE CONSUMPTION IS RUNNING VERY CLOSE TO THE 1941 FIGURES, IN SPITE OF FAR LESS VEHICLES ON THE ROAD. IT IS INTERESTING, BUT USELESS TO SPECULATE ON WHAT CONDITIONS MIGHT BE LIKE IF AUTOMOBILE PRODUCTION WAS UP TO PREDICTIONS MADE BEFORE THE END OF THE WAR.

CERTAINLY MANY OF YOU WOULD LIKE TO HEAR THE CAUSES OF THESE FATAL ACCIDENTS. TAKING FIRST THE PEDESTRIAN, WE FIND THAT PEDESTRIAN DEATHS HAVE INCREASED OVER 50% SINCE 1945, AND APPROXIMATE THE PEDESTRIAN DEATHS IN 1941. IN RURAL AREAS THE INCREASE FOR THE FIRST 6 MONTHS OF 1946 IS 73%, AND IN URBAN AREAS ONLY 44%.

DR. BOWMAN LISTS 7 MAJOR ACTS OF PEDESTRIANS WHICH GET THEM INTO TROUBLE, AND IN ORDER OF FREQUENCY ARE:

1. CROSSING STREETS BETWEEN INTERSECTIONS
2. CROSSING RURAL ROADS CARELESSLY
3. WALKING OR PLAYING IN THE STREET
4. WALKING WITH TRAFFIC ON RURAL ROADS
5. COMING FROM BEHIND PARKED CARS
6. WALKING AGAINST TRAFFIC ON RURAL ROADS
7. CROSSING AGAINST TRAFFIC SIGNALS AT INTERSECTIONS

53 COUNTIES SHOW AN INCREASE IN TRAFFIC DEATHS, AND EIGHT ONLY SHOW A DECREASE. TWO COUNTIES SHOW NO FATALS IN EITHER 1945 OR 1946, FOR THIS PERIOD. (CAMERON AND FULTON COUNTIES).

ANOTHER ALARMING FEATURE IS THE INCREASE IN MULTI-FATAL ACCIDENTS. IN JUNE ALONE, 6 OF THESE ACCIDENTS TOOK THE LIVES OF 12 PEOPLE.

MULTI-FATAL ACCIDENTS IN THE 6 MONTHS PERIOD COST 116 LIVES IN 56 ACCIDENTS. FOR EXAMPLE, IN 8 SKIDDING ACCIDENTS 18 PEOPLE WERE KILLED. ALSO 34 PEOPLE WERE KILLED IN 17 ACCIDENTS CAUSED BY TOO MUCH SPEED AND 10 PEOPLE WERE KILLED IN FIVE ACCIDENTS AT RAILROAD GRADE CROSSING, AND SO ON.

NOW FOR A RESUME OF THE NATURE OF THE DRIVERS MISTAKES THAT COST LIVES AND I WILL HAVE FINISHED. AMONG THE LEADING CAUSES IN 1946 WERE:

<u>IMPROPER ACTION</u>	<u>TOTAL LIVES LOST</u>
SPEEDING ON CURVES	73
INTERSECTION CRASHES	35
SKIDDING ON ICE	30
SPEEDING WHILE PASSING OTHER CARS	28
INTOXICATED DRIVERS	23
FALLING ASLEEP	21
RAILROAD ACCIDENTS	14
OCCUPANT KILLED BY FALLING OUT OF VEHICLE	18

IN CONCLUSION, MAY I SAY THAT THE MOST DISCOURAGING FEATURE OF AN ANALYSIS OF THIS TYPE IS THE MONOTONOUS REGULARITY WITH WHICH THE SAME TYPES OF ACCIDENTS REPRODUCE THEMSELVES. APPARENTLY WE HAVE LEARNED LITTLE OR NOTHING FROM THE SAD EXPERIENCES OF THE PAST. AN EXPERIENCED SAFETY WORKER CAN PREDICT WITH FAIR SUCCESS THE TYPES OF ACCIDENTS THAT ARE LIKELY TO CLAIM THE LIVES OF OUR CITIZENS IN A GIVEN PERIOD.

IT MAY BE THAT IN THE FUTURE WE SHALL FIND BETTER WAYS AND MEANS OF FOREWARNING OUR PEOPLE AGAINST THESE HAZARDS OF THE HIGHWAY. WE CAN SUCCEED ONLY BY UNREMITTING EFFORT AND INTELLIGENT APPLICATION OF THE KNOWLEDGE WE HAVE GAINED AT SUCH A BITTER COST.

CHAIRMAN HARRIS:

THE COMMONWEALTH OF PENNSYLVANIA HAS HAD MAGNIFICENT SUPPORT FROM THE PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION. MR. STANLEY W. CALKINS, PRESIDENT OF THAT ASSOCIATION, IS GOING TO GIVE YOU A RESUME OF WHAT THE PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION HAS IN MIND, IN THE INTERESTS OF PROMOTING HIGHWAY SAFETY.

MR. CALKINS:

THE 250 DAILY AND WEEKLY NEWSPAPER MEMBERS OF THE PENNSYLVANIA NEWSPAPER PUBLISHERS' ASSOCIATION WILL CONTRIBUTE \$500,000 WORTH OF SPACE TO A HIGHWAY SAFETY PROGRAM BETWEEN MONDAY, SEPTEMBER 16, AND TUESDAY, DECEMBER 31.

THE NEWSPAPERS WILL DONATE COLUMNS OF NEWS SPACE, EDITORIALS, CARTOONS AND ADVERTISEMENTS IN A NEW EFFORT TO REDUCE HIGHWAY ACCIDENTS IN PENNSYLVANIA. IN ADDITION, THE PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION WILL ORGANIZE THE PRESS OF THE STATE TO DEVELOPE A LOCALLY SPONSORED ADVERTISING PROGRAM ON THE SAME PLAN AS USED BY THE U. S. TREASURY IN SELLING BONDS DURING THE WAR.

THE PNPA AND THE NATIONAL CONSERVATION BUREAU, ARE OFFERING FIVE AWARDS, THREE TO DAILY NEWSPAPERS AND TWO TO WEEKLY NEWSPAPERS, AS INCENTIVE TO SPUR THE PRESS TO AN ALL-OUT EFFORT ON BEHALF OF THE PNPA HIGHWAY SAFETY PROGRAM. THE AWARDS WILL CONSIST OF HANDSOMELY LETTERED AND ILLUMINATED PARCHMENT CERTIFICATES. THEY WILL BE GIVEN ON THE FOLLOWING BASIS: DAILY NEWSPAPERS - ONE TO THE NEWSPAPER CONDUCTING

THE BEST HIGHWAY SAFETY PROGRAM; ONE TO THE NEWSPAPER PUBLISHING THE BEST EDITORIAL ON HIGHWAY SAFETY, AND ONE TO THE NEWSPAPER PUBLISHING THE BEST HIGHWAY SAFETY CARTOON, BETWEEN SEPTEMBER 16 AND DECEMBER 31, INCLUSIVE. WEEKLY NEWSPAPERS - ONE TO THE NEWSPAPER CONDUCTING THE BEST GENERAL HIGHWAY SAFETY PROGRAM AND ONE TO THE NEWSPAPER PUBLISHING THE BEST HIGHWAY SAFETY EDITORIAL DURING THE SAME PERIOD.

COMPETITION FOR THESE AWARDS IS OPEN TO ALL NEWSPAPERS IN THE STATE, REGARDLESS OF MEMBERSHIP IN THE PNPA.

JUDGES IN THE CONTEST WILL BE GOVERNOR EDWARD MARTIN; DAVID W. HARRIS, SECRETARY OF REVENUE, COMMONWEALTH OF PENNSYLVANIA, AND DR. FRANCIS B. HAAS, SUPERINTENDENT OF THE DEPARTMENT OF PUBLIC INSTRUCTION OF THE COMMONWEALTH.

IN COMMENTING UPON THE PROGRAM, GOVERNOR MARTIN SAID: "THE PROPOSED PNPA HIGHWAY SAFETY PROGRAM HAS MY HEARTY AND UNQUALIFIED ENDORSEMENT."

CHAIRMAN HARRIS:

THANK YOU, MR. CALKINS. I AM SURE THAT THIS AUDIENCE APPRECIATES THIS MAGNIFICENT OFFER, WHICH IS ABOUT TO BE PUT INTO EFFECT BY THE PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION.

CHAIRMAN HARRIS:

PENNSYLVANIA IS PROUD OF ITS STATE POLICE. THE PENNSYLVANIA STATE POLICE ARE HEADED BY AN OUTSTANDING MAN IN POLICE CIRCLES.

I AM GOING TO ASK COLONEL C. M. WILHELM IF HE WILL ADDRESS YOU IN SO FAR AS THE PENNSYLVANIA STATE POLICE ARE CONCERNED.

COLONEL WILHELM:

AS YOU KNOW, THERE ARE MANY ANGLES TO THE QUESTION OF SAFETY ON OUR HIGHWAYS. SAFETY CONCERNS NOT ONLY THE DRIVER OF A MOTOR VEHICLE OR THE PEDESTRIAN, BUT ALSO INCLUDES THE CONSTRUCTION OF THE HIGHWAY, ITS ABILITY TO CARRY THE TRAFFIC AND THE RAPIDITY OF SUCH MOVEMENT ON THE HIGHWAY.

DURING THE WAR PERIODS, WITH THE URGENT NEED FOR PRODUCTS TO REACH THE SEABOARD AND OTHER POINTS THROUGHOUT THE STATE, EVERY EFFORT WAS MADE TO SPEED UP DELIVERY COMMENSURATE WITH SAFETY, AND WE SHOULD FEEL PROUD TO KNOW THAT DURING SUCH PERIOD PENNSYLVANIA WAS A LEADER IN SAFETY PRACTICES.

IMMEDIATELY FOLLOWING THE WAR, WITH RESUMPTION OF NORMAL SPEED LIMITS, UNRESTRICTED USE OF GASOLINE, AND CONTINUED USE OF AGING VEHICLES, WE WERE CONFRONTED FOR FOUR MONTHS WITH SKYROCKATING ACCIDENTS AND FATALITIES, MANY OF THEM MULTIPLE IN CHARACTER. I RECALL DURING THAT PERIOD, ON ONE OF THE SAFEST ROADS IN THE COUNTRY - THE PENNSYLVANIA TURNPIKE - WHERE WE HAD ONE SOLDIER AND TWO CIVILIANS KILLED IN ONE ACCIDENT, AND FIVE SAILORS IN ANOTHER, ALL OF WHICH ADD TO WHAT WE MUST ANTICIPATE. HOWEVER, THERE ARE BRIGHT SPOTS. I CAN STATE THAT TODAY OUR RURAL

FATALITIES ARE LOWER THAN IN 1941, AND SAFELY PREDICT THAT WITH APPARENTLY THE SAME APPROXIMATE NUMBER OF CAR MILES, OUR RURAL FATALITIES AT THE END OF 1946 WILL BE CONSIDERABLY LOWER THAN IN 1941, WHICH IS THE LATEST YEAR COMPARISONS CAN BE MADE. COMPARISONS MEAN LITTLE, HOWEVER, WHEN WE KNOW THAT NOT ONLY IN PENNSYLVANIA BUT NATION-WIDE, ACCIDENTS AND FATALITIES ARE TOO HIGH FOR THE COMMON GOOD. THE ANSWER IS OBVIOUS - CONTINUED COOPERATION BY ALL IN PLANNING FOR TRAFFIC SAFETY, AN EDUCATIONAL PROGRAM INCLUDING DRIVER TRAINING, AND AN ENFORCEMENT PROGRAM WILL BY PROPER ENFORCEMENT AND REVOCATION OF LICENSE, REMOVE FROM THE HIGHWAYS THAT GROUP OF LESS THAN 10 PER CENT OF THE DRIVERS WHO INSIST ON VIOLATING OUR SAFETY LAWS AND ENDANGER ALL OTHERS ON OUR HIGHWAYS BY THEIR NEGLIGENCE AND INDIFFERENCE.

THE RESULTS OF THIS CONFERENCE CAN BE FAR REACHING IF EACH OF US WILL RETURN TO OUR HOME COUNTIES WITH THE FIRM CONVICTION THAT SAFETY ON OUR HIGHWAYS CAN BE ACCOMPLISHED, AND COOPERATE WITH OUR LOCAL GROUPS TO BRING THIS ABOUT.

CHAIRMAN HARRIS:

LADIES AND GENTLEMEN, WE ARE GOING ON THE AIR AT 10:30, AND HAVING A FEW MINUTES THERE ARE SEVERAL ANNOUNCEMENTS I WOULD LIKE TO MAKE.

NO DOUBT YOU ALL HAVE COPIES OF THE PROGRAM, BUT IMMEDIATELY FOLLOWING THE CLOSING OF THIS MEETING THE EDUCATION COMMITTEE WILL MEET IN THE SENATE CAUCUS ROOM, ON THE FLOOR BELOW. THE ENGINEERING COMMITTEE WILL MEET IN THE HOUSE CAUCUS ROOM, WHICH IS ALSO ON THE FLOOR BELOW. THE ENFORCEMENT COMMITTEE WILL MEET IN THIS ROOM, THE HOUSE CHAMBER.

I UNDERSTAND WE HAVE WITH US TODAY A NUMBER OF LICENSEES AND HOTEL MEN, AND I WOULD LIKE TO HAVE THEM MEET WITH SENATOR GELDER AND MR. STEWART, OF THE PENNSYLVANIA LIQUOR CONTROL BOARD IN ROOM 326.

... THE CONFERENCE WENT ON THE AIR AT THIS TIME ...

MR. HARRIS:

GOVERNOR MARTIN, MEMBERS OF THE HIGHWAY SAFETY CONFERENCE AND THE RADIO AUDIENCE.

IT WOULD TAKE SOMETHING VITAL LIKE HIGHWAY SAFETY TO PRODUCE A REPRESENTATIVE GATHERING SUCH AS WE HAVE HERE TODAY. I KNOW THAT GOVERNOR MARTIN MUST BE DEEPLY GRATIFIED BY THIS SPLENDID RESPONSE TO HIS CALL TO ARMS, AND THAT'S EXACTLY WHAT IT IS, MY FRIENDS, A CALL TO ARMS; A CALL TO MOBILIZE ALL THE CIVIC AND OFFICIAL MIGHT AVAILABLE INTO A WELL COORDINATED, COOPERATIVE, SOLID FRONT TO COMBAT A VICIOUS AND RELENTLESS FOE.

WHEN ONE REALIZES JUST WHAT THIS ASSEMBLAGE REPRESENTS IN THE WAY OF CIVIC INTEREST AND PRIDE, HE CANNOT FAIL TO BE DEEPLY IMPRESSED. WE HAVE HERE THE MAYORS OF OUR TWO LARGEST CITIES AS WELL AS THE CHIEF EXECUTIVES OF TWENTY-THREE CITIES OF OUR COMMONWEALTH.

I AM GLAD TO SEE SO MANY DISTRICT ATTORNEYS AND CHIEFS OF POLICE AMONG OUR GUESTS BECAUSE, AS YOU ALL WELL KNOW, THE IMPORTANT PLACE LAW ENFORCEMENT OCCUPIES IN THIS PICTURE. I AM INFORMED THAT WE HAVE WITH US TWENTY-THREE DISTRICT ATTORNEYS AND FORTY-FIVE POLICE CHIEFS. WELL, IF THEY ALL DO THEIR PART BACK IN THEIR OWN COMMUNITIES THERE UNDOUBTEDLY WILL BE FEWER TRAFFIC TRAGEDIES TO WORRY ABOUT.

I AM GREATLY IMPRESSED BY THE FINE EDUCATIONAL REPRESENTATION HERE TODAY. THAT IS TRULY ENCOURAGING, BECAUSE I AM CONFIDENT THAT ANYONE WHO HAS MUCH TO DO WITH THE PROBLEM OF HIGHWAY SAFETY LOOKS TOWARD EDUCATION AS THE ULTIMATE SOLUTION. I HAVE BEEN INFORMED THAT IN THIS MEETING THERE ARE THIRTEEN TEACHER'S COLLEGE PRESIDENTS, SIXTY-FIVE DISTRICT SUPERINTENDENTS AND THIRTY-SIX COUNTY SUPERINTENDENTS OF SCHOOLS. IN ADDITION, THERE ARE REPRESENTATIVES OF PARENT TEACHER ASSOCIATIONS, TEACHER ORGANIZATIONS AND OTHER GROUPS HAVING EDUCATIONAL OBJECTIVES.

THERE IS ALSO A FINE DELEGATION FROM THE TRANSPORTATION COMPANIES, UNION LABOR, AS WELL AS MANAGEMENT, MOTOR CLUBS, AUTOMOTIVE ORGANIZATIONS, RADIO STATIONS, VETERANS, ROTARIANS, KIWANIS, AND OTHER SERVICE AND CIVIC ORGANIZATIONS; AND WE HAVE INSURANCE GROUPS, CITY, BOROUGH AND TOWNSHIP ORGANIZATIONS, MEMBERS OF OUR LEGISLATURE, AND ALSO A FINE REPRESENTATION OF ALL BRANCHES OF OUR ARMED FORCES. AND I MUST NOT FORGET THE SAFETY-MINDED INDIVIDUALS WHO HAVE GIVEN FREELY OF THEIR TIME TO COME HERE AND HELP. WHEN YOU SUM UP ALL THAT, YOU HAVE SOMETHING MOMENTOUS TO THINK ABOUT. WHAT WE HAVE HERE TRULY REPRESENTS ALL OF THIS GREAT COMMONWEALTH OF PENNSYLVANIA.

WITH SUCH A UNITED FRONT SURELY SOMETHING CONSTRUCTIVE CAN AND WILL BE DONE TO AID US IN OUR EFFORTS TO REDUCE NOT ONLY THE ALARMING NUMBER OF TRAFFIC CASUALTIES, BUT TO ELIMINATE THEM ALTOGETHER. THAT MUST BE OUR GOAL NO MATTER HOW IMPOSSIBLE IT MAY SEEM. HUMAN LIFE IS TOO PRECIOUS FOR ANY OF US TO THINK OTHERWISE. EPIDEMICS THAT HAVE TAKEN A TOLL OF THOUSANDS OF LIVES HAVE BEEN WIPED OUT BY OUR CITIZENS AND CONSTITUTED OFFICIALS GETTING TOGETHER AND PUTTING THEIR SHOULDERS TO THE WHEEL IN A CONCERTED, WELL-ORGANIZED ATTACK UPON THE ENEMY, AND WHAT IS THIS PROBLEM OF HIGHWAY SAFETY BUT AN EPIDEMIC OF CARELESSNESS AND RECKLESSNESS ON THE PART OF OUR CITIZENS. THIS TOO CAN BE WIPED OUT IF WE ALL GET TOGETHER IN A DETERMINED AND WELL ORGANIZED EFFORT TO DO SO.

GOVERNOR MARTIN BELIEVES THAT OR HE WOULD NOT HAVE CALLED THIS CONFERENCE. I KNOW THAT I BELIEVE IT AND AM CONFIDENT THAT ALL OF YOU MUST CONCUR IN THAT BELIEF OR YOU WOULD NOT BE HERE TODAY. HOW TO GO ABOUT WORKING OUT THIS PROBLEM IS THE PURPOSE OF THIS MEETING. THE PROMOTION OF HIGHWAY SAFETY AND THE ENFORCEMENT OF THE LAWS REGULATING IT HAVE BEEN LEFT LARGELY TO YOUR STATE GOVERNMENT. I CAN SAFELY SAY THAT A GOOD JOB OF LAW ENFORCEMENT HAS BEEN DONE, BUT I AM CONFIDENT THAT NO ONE BELIEVES THAT ENFORCEMENT ALONE WILL SOLVE THIS PROBLEM. WE CANNOT HAVE MARTIAL LAW ON OUR STREETS AND HIGHWAYS, AND THAT IS WHAT IT WOULD TAKE IF WE WERE TO DEPEND UPON ENFORCEMENT ALONE. WE MUST ALL REALIZE THAT THE RESULTS OBTAINED BY ENFORCEMENT ARE BUT TEMPORARY. WHEN THE "HEAT" IS ON, SO TO SPEAK, THE DRIVER BEHAVES, BUT JUST AS SOON AS IT IS RELAXED, HE IS UP TO HIS OLD CARELESS AND RECKLESS TRICKS AGAIN.

SO IT IS GOING TO TAKE MORE THAN ENFORCEMENT. THE PUBLIC MUST BE EDUCATED AND AROUSED TO A FULL SENSE OF RESPONSIBILITY AND CIVIC DUTY. THAT IS

WHERE YOU COME INTO THIS PROGRAM. YOU ARE THE NUCLEUS OF WHAT WE HOPE WILL BECOME A GREAT ARMY OF HEARTFELT, SINCERE ADVOCATES OF SAFE DRIVING AND SAFE WALKING.

WE HAVE AN ALARMING TRAFFIC SITUATION IN PENNSYLVANIA TODAY. I DO NOT SAY THAT IN A SPIRIT OF CRITICISM BECAUSE THE RECORD OF OUR STATE FOR THE HANDLING OF THIS SITUATION IS AS GOOD, IF NOT BETTER, THAN ANY OF OUR SISTER STATES OF COMPARABLE SIZE. BUT, WE MUST ADMIT THAT ANY TRAFFIC SITUATION THAT COSTS US THE LIVES OF ANY OF OUR FELLOW CITIZENS IS BAD AND SOMETHING MUST BE DONE ABOUT IT. THAT IS WHY GOVERNOR MARTIN CALLED YOU TOGETHER. I KNOW HOW KEENLY HE FEELS ABOUT THIS SUBJECT AND HOW DETERMINED HE IS TO SEE THAT SOMETHING IS DONE ABOUT IT. I BELIEVE THAT I CAN SAFELY SAY THAT HE HAS DEDICATED HIMSELF AND HIS ADMINISTRATION TO THIS VITAL HUMAN TASK AND SOMETHING DEFINITELY CONSTRUCTIVE WILL BE DONE ABOUT IT.

I NOW HAVE THE HONOR AND PRIVILEGE TO INTRODUCE

GOVERNOR EDWARD MARTIN:

ADDRESS OF MAJOR GENERAL EDWARD MARTIN, GOVERNOR OF
PENNSYLVANIA AT THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE

MY FELLOW-AMERICANS:

AMERICA IS THE ONLY COUNTRY IN THE WORLD WHERE THE PEOPLE MAY SOLVE THEIR OWN PROBLEMS. PUBLIC WILL, BACKED BY PUBLIC OPINION, IS THE MOST POWERFUL FORCE WE POSSESS. MAY THAT WILL ALWAYS BE BACKED BY SOUND PUBLIC OPINION.

WE MUST USE THAT POWERFUL FORCE NOW FOR THE PROTECTION OF THE PEOPLE. ACCIDENTS ON THE HIGHWAYS ARE ALARMING. THEY ARE A NATIONAL PROBLEM. THE PRESIDENT OF THE UNITED STATES CALLED A SAFETY CONFERENCE, WITH FINE RESULTS. THIS CONFERENCE HAS BEEN CALLED TO HELP IN WHAT MUST BE A NATIONAL MOVEMENT FOR TRAFFIC SAFETY.

I AM INFORMED THAT EIGHTY DIFFERENT GROUPS AND ORGANIZATIONS ARE REPRESENTED IN THIS MEETING AND THAT PEOPLE FROM SIXTY-THREE OUT OF SIXTY-SEVEN COUNTIES ARE PRESENT. IT IS MOST GRATIFYING TO HAVE THIS LARGE ASSEMBLY. ON BEHALF OF THE COMMONWEALTH I EXTEND THANKS FOR YOUR INTEREST.

THIS CONFERENCE WAS CALLED IN THE BELIEF THAT CONDITIONS ON OUR HIGHWAYS WARRANT THE COOPERATION OF ALL INTERESTED AGENCIES AND OF EVERY CIVIC-MINDED PENNSYLVANIAN.

THE SITUATION ON THE HIGHWAYS HAS BEEN DESCRIBED AS "WORSE THAN WAR." DURING THE WAR PERIOD, FROM DECEMBER, 1941, TO THE LATE MONTHS OF 1945, THERE WERE 1,285,000 PENNSYLVANIANS IN THE ARMED FORCES OF OUR COUNTRY. OF THIS NUMBER 33,057 WERE KILLED AND 65,106 WERE WOUNDED, FOR A TOTAL OF 98,163 WAR CASUALTIES. THAT IS A TERRIBLE LOSS.

IN THE SAME PERIOD 6,112 PERSONS WERE KILLED AND 139,923 WERE INJURED ON OUR HIGHWAYS, A TOTAL OF 146,035 CASUALTIES.

I DO NOT HAVE TO TELL YOU THAT AFTER V-J DAY CONDITIONS BECAME WORSE. IN JANUARY OF 1946 TRAFFIC DEATHS WERE TWICE AS GREAT IN PENNSYLVANIA AS IN JANUARY, 1945. AT THE END OF JULY, 1946, IN SPITE OF SPLENDID ENFORCEMENT WORK BY THE PENNSYLVANIA STATE POLICE, LOCAL POLICE AND OTHER AGENCIES, HELPED BY A GREATLY AROUSED PUBLIC INTEREST AND BY THE ACTIVE EFFORTS OF THE NEWSPAPERS OF THE STATE, WE ARE STILL FIFTY PER CENT ABOVE THE 1945 FIGURES.

MANY OF YOU ARE SAFETY WORKERS AND ENFORCEMENT OFFICERS, HIGHWAY ENGINEERS, TRANSPORTATION OFFICIALS AND REPRESENTATIVES OF AGRICULTURE, LABOR AND BUSINESS. MANY OTHERS BELONG TO NATIONAL AND STATE ORGANIZATIONS PLEDGED TO SOLVE THIS PROBLEM. YOU ARE FAMILIAR WITH THESE STATISTICS OF DEATH AND INJURY BUT THEY ARE THE ONLY WAY TO FULLY EXPLAIN THE SEVERITY OF THIS PROBLEM TO THE PEOPLE.

WE MUST CONTINUE TO REMIND OURSELVES THAT OF THOSE 146,035 HIGHWAY CASUALTIES, MORE THAN HALF THE DEAD WERE PEDESTRIANS. NEARLY 31,000 PEDESTRIANS WERE INJURED. OF THOSE INJURED, ABOUT 60 PER CENT WERE IN CITIES.

NOW I COME TO THE PITIFUL PART OF THE PEDESTRIAN PICTURE. OF 3,080 FATAL INJURIES STUDIED, 726 WERE CHILDREN, 1,589 WERE OVER 51 YEARS OF AGE. THESE ARE COLD FACTS. OUR TRAFFIC LANES HAVE BECOME DEATH TRAPS FOR OUR CHILDREN AND OUR AGING CITIZENS.

YOU ASK ME WHY THESE THINGS HAD TO HAPPEN. I CAN ONLY REPLY THAT OF NEARLY 2,500 FATAL ACCIDENTS STUDIED, OVER HALF WERE CAUSED BY SPEEDING. AMONG 40,000 PERSONS INJURED IN TRAFFIC, NEARLY 20 PER CENT WERE HURT DUE TO RECKLESS DRIVING.

PERHAPS YOU WONDER ABOUT THE PART PLAYED IN THESE ACCIDENTS BY LACK OF MODERATION IN DRINKING. OF THE FATAL ACCIDENTS, 199 WERE TRACED TO DRUNKEN DRIVERS AND 1,113 INTOXICATED OPERATORS WERE INVOLVED IN NON-FATAL ACCIDENTS. IT MAY SURPRISE YOU TO LEARN THAT 384 WERE KILLED AS INTOXICATED PEDESTRIANS AND 1,343 WERE INJURED.

WHERE DO THESE ACCIDENTS HAPPEN? IN 2,174 PEDESTRIAN DEATHS, MOST OF THEM WERE CROSSING BETWEEN INTERSECTIONS. A HIGH PERCENTAGE WERE CROSSING OR WALKING ALONG RURAL ROADS. IN NEARLY 20,000 PEDESTRIAN INJURIES, MOST OF THE VICTIMS WERE CROSSING BETWEEN INTERSECTIONS. A HIGH PROPORTION CAME FROM BEHIND PARKED CARS OR WERE WALKING OR PLAYING IN THE STREET.

MANY OF THESE FACTS AND STATISTICS POINT TO AN ALMOST UNBELIEVEABLE DEGREE OF CARELESSNESS AND SELFISHNESS. WE TALK ABOUT CONSERVATION BUT WE ARE NOT CONSERVING THE NATION'S MOST PRECIOUS ASSET--THE LIVES OF OUR PEOPLE.

AS WE MEET HERE TODAY IN SOBER JUDGMENT IT IS EASY TO CRITICIZE THE HUMAN MISTAKES AND FRILTIES THAT UNDOUBTEDLY CAUSE A HIGH PROPORTION OF ALL THE WRECKAGE AND DEATH. YET MANY OF US HAVE OCCASIONALLY MADE THE SAME ERRORS OF OMISSION OR COMMISSION THAT HAVE WRITTEN THIS SHAMEFUL RECORD.

IN A SHORT TIME WE ARE PLANNING TO DIVIDE THIS CONFERENCE INTO SEVERAL SMALLER GROUPS TO DISCUSS IN MORE DETAIL THE ELEMENTS OF THIS COMPLEX CHALLENGE THAT THREATENS THE LIVES OF SO MANY AMERICANS. I WOULD LIKE TO LEAVE THIS THOUGHT WITH YOU:

"ONLY BY THOROUGH AND WELL PLANNED COURSES IN SAFETY EDUCATION, USING PRECEPT AND PRACTICE, PLUS A STRICT ENFORCEMENT PROGRAM BACKED BY ENLIGHTENED PUBLIC OPINION, AND UTILIZING EVERY AVAILABLE FORCE IN THE COMMUNITY, CAN WE HOPE TO REDUCE THESE ALARMING FIGURES TO NEW LOW LEVELS REPRESENTING ONLY UNAVOIDABLE AND UNPREDICTABLE HAPPENINGS THAT FORM PART OF THE DAILY HAZARD COMMON TO US ALL."

... IMMEDIATELY FOLLOWING GOVERNOR MARTIN'S BROADCAST, HE MADE THE FOLLOWING REMARKS:

GOVERNOR EDWARD MARTIN:

JUST TO THIS GROUP: I WANT YOU TO KNOW HOW DEEPLY I APPRECIATE YOUR PRESENCE HERE, THE PRESENCE OF THE MAYORS OF THE TWO GREAT CITIES OF THIS COMMONWEALTH, AND THE MAYORS OF SO MANY OF OUR THIRD CLASS CITIES, AND OTHER PUBLIC OFFICIALS.

DURING THE WAR WE DID HERE IN PENNSYLVANIA A MAGNIFICENT JOB; FIVE HUNDRED THOUSAND FARMERS MANNED OUR FARMS; TWO MILLION FIVE HUNDRED THOUSAND SKILLED WORKMEN MANNED OUR EIGHT THOUSAND PLANTS, TURNING OUT THE CRITICAL ITEMS OF WAR; ONE MILLION MEN AND WOMEN PASSED THROUGH THE RECEPTION CENTER AT NEW CUMBERLAND; ALMOST FIVE HUNDRED THOUSAND WERE SEPARATED FROM THE SERVICE AT INDIANTOWN GAP; SEVEN DIVISIONS TRAINED WITHIN PENNSYLVANIA'S BORDERS -- AND WE DID ALL THOSE EXTRAORDINARY THINGS WITH FEWER CASUALTIES ON OUR HIGHWAYS THAN WE HAVE AT THE PRESENT TIME. IT WAS BECAUSE ALL OF US WERE INTERESTED. AND IF WE SHOW THE SAME INTEREST DURING THE RECONVERSION PERIOD WE CAN KEEP THE CASUALTIES ON OUR HIGHWAYS DOWN TO A LOW LEVEL.

I APPEAL TO ALL PENNSYLVANIANS TO LEND EVERY EFFORT THAT THIS OBJECTIVE MAY BE ACCOMPLISHED.

AGAIN I THANK YOU SINCERELY FOR YOUR ATTENDANCE HERE TODAY.
(PROLONGED APPLAUSE)

CHAIRMAN HARRIS:

I KNOW THAT WE ALL DEEPLY APPRECIATE THE EXCELLENT ADDRESS OF GOVERNOR MARTIN. AND ALSO YOU WILL NOTE THE MANY INTERESTING FACTS HE GAVE US CONCERNING THE CASUALTIES ON OUR STREETS AND HIGHWAYS DURING THE WAR AS COMPARED WITH THE CASUALTIES ON OUR STREETS AND HIGHWAYS TODAY.

PENNSYLVANIA IS PROUD OF ITS METROPOLITAN AREAS. ONE OF THE GREATEST PROBLEMS IN CONNECTION WITH HIGHWAY SAFETY COMES FROM CONGESTED AREAS.

WE ARE PARTICULARLY HAPPY TODAY TO HAVE WITH US THE MAYOR OF THE GREAT CITY OF PHILADELPHIA. HE IS DOING A SPLENDID JOB AND I KNOW HE IS DEEPLY INTERESTED IN HIGHWAY SAFETY, AND IN ALL HUMANITY.

IT IS A GREAT PLEASURE THAT I PRESENT TO YOU THE HONORABLE BERNARD SAMUEL, MAYOR OF PHILADELPHIA.

HON. BERNARD J. SAMUEL
MAYOR OF PHILADELPHIA

I CONSIDER IT A DISTINCT PRIVILEGE TO BE INVITED BY GOVERNOR MARTIN TO SAY A FEW WORDS TO THE MEMBERS OF HIS HIGHWAY SAFETY CONFERENCE. FIRST, AS MAYOR OF PHILADELPHIA, I AM DEEPLY CONCERNED ABOUT THE EVER MOUNTING NUMBER OF TRAFFIC ACCIDENTS IN OUR CITY AND STATE, AND SECOND, AS A CITIZEN OF THIS GREAT COUNTRY, I AM IN DEEP SYMPATHY WITH THE NATION WIDE EFFORTS THAT ARE BEING MADE TO COMBAT THIS UNNECESSARY DESTRUCTION OF LIFE, LIMB AND PROPERTY.

GOVERNOR MARTIN IS TO BE HIGHLY CONGRATULATED IN CALLING YOU TOGETHER TO DEVELOP A PROGRAM OF HIGHWAY SAFETY FOR THE COMMONWEALTH OF PENNSYLVANIA. IT IS JUST ANOTHER DEMONSTRATION OF HIS CAPABLE LEADERSHIP AND HIS INTEREST IN THE WELFARE OF THE PEOPLE OF THIS COMMONWEALTH.

THERE ARE MANY SERIOUS PROBLEMS FACING US TODAY AND ALTHOUGH THE REDUCTION OF TRAFFIC ACCIDENTS RANKS HIGH ON THE LIST, IT IS THE ONE THAT PROBABLY HAS BEEN GIVEN THE LEAST ATTENTION DURING THE PAST TWENTY YEARS. I REALIZE THERE ARE MANY INDIVIDUALS AND ORGANIZATIONS WHO DEVOTE ALL THEIR ENERGY AND RESOURCES IN THIS DIRECTION, BUT THE COUNTRY AS A WHOLE HAS YET TO REALIZE ITS IMPORTANCE AND PUT FORTH THE NECESSARY CONCERTED EFFORT TOWARDS A REAL SOLUTION OF THE PROBLEM.

IN AMERICA WE ARE GUIDED TO A LARGE EXTENT BY PUBLIC OPINION. THERE IS NO SINCERE AND ACTIVE NATION-WIDE CONCERN BECAUSE PUBLIC OPINION HAS NOT BEEN CONSCIOUS OF THE SERIOUSNESS OF THE TRAFFIC ACCIDENT PICTURE. I DO NOT MEAN THAT PEOPLE ARE CALLOUS TO DEATH AND INJURY ON OUR STREETS AND HIGHWAYS, BUT THEY SEEM TO CONSIDER TRAFFIC ACCIDENTS NECESSARY PENALTIES THAT MUST BE PAID FOR THE PRIVILEGE OF OPERATING MILLIONS OF MOTOR VEHICLES. OR THE MAJORITY ARE NOT IMPRESSED BY THE PROBLEM BECAUSE SO FEW PEOPLE ARE INVOLVED IN ACCIDENTS OR CLOSELY RELATED TO SOMEONE WHO WAS INVOLVED. EVEN THOUGH THE NUMBER OF ACCIDENTS IN A YEAR ARE IMPRESSIVE AS A TOTAL, THEY TOUCH ONLY A SMALL PERCENTAGE OF OUR TOTAL POPULATION. MANY PEOPLE, FOR INSTANCE, HAVE DRIVEN A VEHICLE OR RIDDEN IN ONE FOR YEARS WITHOUT SEEING AN ACCIDENT OR GETTING IN ONE THEMSELVES. ALSO THERE IS NOT THE EXCITEMENT NOR GLAMOUR CONNECTED WITH A TRAFFIC ACCIDENT THAT ATTENDS A LARGE FIRE, A FLOOD, AN EARTHQUAKE, A HURRICANE, AN AIRPLANE CRASH OR SOME OTHER IMPRESSIVE CATASTROPHE. THIS IS ABLY DEMONSTRATED IN THE ATTITUDE SHOWN BY THE PRESS AND PUBLIC OPINION OVER SOME SUCH OCCURRENCE AS COMPARED WITH TRAFFIC ACCIDENTS THAT KILL OR INJURE JUST AS MANY PEOPLE.

JUST RECENTLY, FOR INSTANCE, THE LA SALLE HOTEL FIRE IN CHICAGO GAINED NATION-WIDE NOTORIETY, WHICH BROUGHT CAREFUL CHECKS ON ALL THE OTHER HOTELS IN AMERICA; A CONSTELLATION PLANE CRASHED AND KILLED FIVE PERSONS WHICH RESULTED IN THE IMMEDIATE GROUNDING OF ALL THE PLANES OF THIS TYPE; YET, ONE HUNDRED TIMES AS MANY PEOPLE ARE KILLED IN TRAFFIC ACCIDENTS IN ONE DAY WITHOUT FIGURATIVELY CREATING A RIPPLE ON THE SEA OF HUMANITY.

NEVERTHELESS, MUCH HAS BEEN DONE TO CONTROL TRAFFIC AND REDUCE TRAFFIC ACCIDENTS. MANY CITIES INCLUDING PHILADELPHIA, HAVE GOVERNMENTAL UNITS DEVOTING THEIR ENTIRE TIME AND EFFORT TOWARD THIS PROBLEM. MOST OF THE STATES ARE DOING THE SAME THING. IN PHILADELPHIA, FOR INSTANCE, PRIOR TO 1930 OVER FOUR HUNDRED PERSONS LOST THEIR LIVES IN TRAFFIC ACCIDENTS EACH YEAR, BUT WITH

THE APPLICATION OF GOOD TRAFFIC ENGINEERING PRINCIPLES, STRICT AND SENSIBLE ENFORCEMENT AND ENERGETIC SAFETY EDUCATION, THIS YEARLY TOTAL HAS BEEN STEADILY REDUCED. IN 1941 LESS THAN 300 MET DEATH ON OUR HIGHWAYS AND IN 1945 THIS TOTAL WAS FURTHER REDUCED TO 174. SO FAR THIS YEAR OUR TRAFFIC FATALITIES ARE 39 PERCENT BELOW THE 1941 RECORD FOR THE SAME PERIOD OF TIME.

THE PRESIDENT'S HIGHWAY SAFETY CONFERENCE DEVELOPED A PROGRAM BASED ON THE APPLICATION OF THE THREE "E'S" OF HIGHWAY SAFETY; ENGINEERING, ENFORCEMENT AND EDUCATION. AS I HAVE STATED, PHILADELPHIA HAS BEEN APPLYING THESE TO THE SOLUTION OF ITS TRAFFIC PROBLEM FOR SOME TIME. THE BUREAU OF TRAFFIC ENGINEERING IN THE DEPARTMENT OF PUBLIC SAFETY, OPERATING ON AN ANNUAL APPROPRIATION OF \$290,000, DEVOTES ALL OF ITS EFFORTS TO BETTER TRAFFIC CONTROL AND THE REDUCTION OF TRAFFIC ACCIDENTS. MUCH OF OUR SUCCESS IN THIS FIELD CAN BE ATTRIBUTED TO THE SPLENDID SYSTEM OF TRAFFIC SIGNALS AND INTER-CONNECTED TRAFFIC SIGNAL SYSTEMS, WHICH IN CONFORMANCE WITH THE UNIFORM MANUAL ON TRAFFIC CONTROL DEVICES HAVE BEEN INSTALLED AND OPERATED BY THIS BUREAU. JUST RECENTLY THE PEOPLE OF PHILADELPHIA VOTED THEIR APPROVAL OF A LOAN FUND OUT OF WHICH \$350,000 IS TO BE APPROPRIATED FOR THE INSTALLATION OF NEW TRAFFIC SIGNALS AND SIGNAL SYSTEMS. IN ADDITION, OUR FORTY THOUSAND TRAFFIC SIGNS CONFORM TO THE STANDARDS SET FORTH IN THE MANUAL. SUCH UNIFORMITY IS IMPERATIVE NOT ONLY IN PHILADELPHIA, OR THE COMMONWEALTH OF PENNSYLVANIA, BUT THROUGHOUT THE UNITED STATES.

ON JANUARY 2ND, AT THE RECOMMENDATION OF THE PHILADELPHIA COMMITTEE FOR THE RELIEF OF TRAFFIC CONGESTION, WE PUT INTO EFFECT STRINGENT NO PARKING REGULATIONS ON THE STREETS OF OUR CENTRAL BUSINESS DISTRICT. NOT ONLY HAVE THESE REGULATIONS SPEEDED UP TRAFFIC BEYOND ALL EXPECTATIONS, BUT THEY HAVE RESULTED IN AN 18 PERCENT REDUCTION IN ACCIDENTS IN THIS AREA.

THE MAJORITY OF OUR SERIOUS ACCIDENTS OCCUR DURING HOURS OF DARKNESS. MANY OF THESE CAN BE PREVENTED BY PROPER AND ADEQUATE ILLUMINATION OF THE HIGHWAY. A STUDY OF THE BUREAU OF TRAFFIC ENGINEERING IN COOPERATION WITH THE PHILADELPHIA SAFETY COUNCIL, INDICATED THAT OVER 80 PERCENT OF OUR NIGHT FATALITIES OCCUR ON LESS THAN 10 PERCENT OF OUR STREET MILEAGE. WE HAVE STARTED ON A PROGRAM OF BETTER LIGHTING FOR THESE AREAS WHICH WAS HELD UP BECAUSE OF WAR TIME RESTRICTIONS.

OUR POLICE DEPARTMENT IS DEVOTING MUCH OF ITS EFFORTS TOWARD THE PROPER ENFORCEMENT OF TRAFFIC REGULATIONS AS IS WITNESSED BY THE TENS OF THOUSANDS OF SUMMONSES THAT ARE ISSUED EACH YEAR FOR MOVING VIOLATIONS.

SIX HUNDRED MEN IN THE FOOT TRAFFIC DIVISION DEVOTE ALL OF THEIR TIME TO TRAFFIC CONTROL, IN ADDITION 500 PATROLMEN PROTECT SCHOOL CROSSINGS DURING THE TIME THE CHILDREN ARE GOING TO AND FROM SCHOOL. A SAFETY PATROL CONSISTING OF 59 MEN WITH WHITE MOTORCYCLES DEVOTE ALL OF THEIR TIME TO THE APPREHENSION OF TRAFFIC VIOLATORS, PARTICULARLY AT THOSE LOCATIONS SELECTED EACH MONTH BY THE TRAFFIC ENGINEER FROM ACCIDENT AND VIOLATION RECORDS. THE ACCIDENT INVESTIGATION SQUAD HAS A NOTABLE RECORD OF PROSECUTING DRIVERS INVOLVED IN SERIOUS ACCIDENTS, FINDING AND CONVICTING "HIT AND RUN" DRIVERS AND DEVELOPING METHODS OF PREVENTING ACCIDENTS.

IN ORDER TO INCREASE THE EFFICIENCY OF OUR POLICE BUREAU, WE HAVE ON ORDER 299 MOTOR VEHICLES ALL OF WHICH WILL BE EQUIPPED WITH THE MOST MODERN TYPE OF FREQUENCY MODULATED, TWO-WAY RADIOS. THESE CARS WILL REPLACE ALL OF OUR

PRESENT AUTOMOTIVE EQUIPMENT. WE ARE HANDICAPPED, HOWEVER, BY RESTRICTIONS IN THE STATE VEHICLE CODE, WHICH PREVENT OUR POLICE FROM "ARRESTING-ON-VIEW" MOTORISTS WHO PASS "RED" LIGHTS AND "STOP" SIGNS. WE ARE ALSO HANDICAPPED IN TRYING TO APPLY PROPER PEDESTRIAN CONTROL BECAUSE THE CODE DOES NOT PROVIDE A PRACTICAL AND FOOL-PROOF METHOD FOR ENFORCING SUCH REGULATIONS.

WE ARE CONTINUALLY STRIVING TO ACQUAINT THE PUBLIC WITH THE SERIOUSNESS AND IMPORTANCE OF THE TRAFFIC ACCIDENT PICTURE THROUGH THE HELP OF THE NEWSPAPERS, RADIO STATIONS, THE PHILADELPHIA SAFETY COUNCIL, THE AUTOMOBILE CLUBS AND OTHER ORGANIZATIONS. THIS YEAR I HAVE HAD LARGE BILLBOARDS POSTED AROUND CITY HALL ON WHICH WE KEEP A DAY BY DAY AND AN ACCUMULATED RECORD OF THE TRAFFIC FATALITIES AND A MESSAGE APPEALING TO THE PUBLIC TO BE SAFETY CONSCIOUS.

IT IS APPARENT, HOWEVER, THAT MORE EMPHASIS MUST BE GIVEN TO SAFETY EDUCATIONAL ACTIVITIES, SINCE IT IS ONLY THROUGH AN AROUSED PUBLIC OPINION THAT WE CAN HOPE TO REALLY CORRECT THOSE HUMAN FAILURES WHICH ARE STILL THE GREAT CAUSE OF HIGHWAY ACCIDENTS. IN MY OPINION, ONE OF THE BEST WAYS TO ACCOMPLISH THIS IS BY INCULCATING GOOD DRIVING AND WALKING HABITS IN THE YOUTH OF THE NATION. THEY ARE THE MOTORISTS AND PEDESTRIANS OF THE FUTURE. NOW IS THE TIME TO MAKE THESE SUBJECTS A PART OF OUR HIGH SCHOOL CURRICULUM.

THE PLAN OF ACTION RECOMMENDED BY THE PRESIDENT'S HIGHWAY SAFETY CONFERENCE AND THAT ADOPTED BY THIS CONFERENCE, CAN BE SUCCESSFUL ONLY IF:

1. OUR OWN STATE AND CITY TRAFFIC LAWS AND ORDINANCES, ENFORCEMENT POLICY AND PRACTICE, ENGINEERING STANDARDS AND SAFETY EDUCATIONAL PROGRAMS MEASURE UP TO THE STANDARDS NECESSARY TO ACHIEVE SAFETY ON OUR STREETS AND HIGHWAYS; AND IF,
2. ALL AGENCIES CONCERNED WITH THE TRAFFIC PROBLEM COORDINATE THEIR EFFORTS IN A STATE-WIDE EDUCATIONAL PROGRAM TO MAKE THE PUBLIC TRAFFIC SAFETY CONSCIOUS; AND IF,
3. WE START NOW TO TEACH OUR HIGH SCHOOL STUDENTS GOOD SAFETY AND DRIVING PRACTICES.

AS MAYOR OF THE CITY OF PHILADELPHIA, I PLEDGE YOU OUR UTMOST SUPPORT AND COOPERATION IN THE FULFILLMENT OF THIS WORTHWHILE GOAL.

CHAIRMAN HARRIS:

THANK YOU, MAYOR SAMUEL.

THE HIGHWAY SAFETY PROGRAM HAS AROUSED GREAT INTEREST ALL OVER PENNSYLVANIA, PARTICULARLY SO IN THE WESTERN PART OF THE STATE. IN THE CITY OF PITTSBURGH THEY HAVE A PROGRESSIVE AND IMPRESSIVE (AND I WON'T MENTION THE WORD "POLITICAL") MAYOR. WE ARE HAPPY HE HAS SET THIS TIME ASIDE IN A BUSY DAY TO COME TO HARRISBURG.

I PRESENT TO YOU THE HONORABLE DAVID LAWRENCE, MAYOR OF THE CITY OF PITTSBURGH.

ADDRESS BY
HON. DAVID L. LAWRENCE
MAYOR OF PITTSBURGH

YOUR EXCELLENCY GOVERNOR MARTIN, MR. HARRIS, MAYOR SAMUEL, MY FELLOW PENNSYLVANIANS

IT IS A SOURCE OF SOME PRIDE TO ME THAT WE IN PITTSBURGH HELD THE FIRST REGIONAL SAFETY CONFERENCE TO TAKE PLACE AFTER PRESIDENT TRUMAN ASSEMBLED THE NATION'S SAFETY FORCES IN THE NATIONAL CAPITAL.

OUR CONFERENCE WAS A SUCCESS.

IT DID NOT DIE WITH ONE DAY'S MEETING. ITS WORK HAS BEEN CONTINUOUS. IT IS A LIVING MOVEMENT.

THEREFORE, I AM DEEPLY GRATIFIED TO BE HERE TODAY, ATTENDING A HIGHWAY SAFETY CONFERENCE FOR THE WHOLE STATE OF PENNSYLVANIA.

WE REALIZE FULLY THAT OUR SUCCESS CAN BE PARTIAL ONLY UNLESS WE HAVE THE FULL COOPERATION, NOT ONLY OF OUR OWN CITIZENS, BUT THOSE OF EVERY BOROUGH AND TOWNSHIP IN THE PITTSBURGH DISTRICT. WE KNOW FULL WELL THAT, EVEN THEN, WE CANNOT SUCCEED UNLESS THE WHOLE FORCE OF THE STATE AND ITS 11,000,000 PEOPLE IS DIRECTED TOWARD SAVING LIVES ON THE STREETS AND HIGHWAYS.

WE HOPE THIS CONFERENCE WILL BE THE FOUNDATION FOR THAT STATE-WIDE EFFORT.

WE TRUST THAT THE STATE'S POLICIES WILL BE SHAPED TO ASSIST US IN THE LOCAL COMMUNITIES, AND THAT THE LEGISLATIVE PROGRAM NEXT YEAR WILL BE GEARED TOWARD STRENGTHENING OUR SAFETY CAMPAIGNS.

OF COURSE WE KNOW THAT THE RISE IN TRAFFIC DEATHS HAS BEEN A NATIONAL PHENOMENON, PART OF THE POST-WAR TENDENCY TO "LET 'ER RIP."

WE KNOW THAT WE CANNOT EXPECT EITHER THE FEDERAL GOVERNMENT OR THE STATE GOVERNMENT TO DO OUR JOB FOR US. IT IS LOCAL RESPONSIBILITY, IN WHICH LOCAL ENFORCEMENT AND LOCAL EDUCATION ARE THE PRINCIPAL FACTORS.

WE DO ASK THE STATE GOVERNMENT TO GIVE US THE TOOLS, SO THAT WE MAY DO THE JOB.

WE WOULD LIKE TO SEE OUR POLICE OFFICERS GIVEN THE POWER TO ARREST ON VIEW FOR SERIOUS TRAFFIC VIOLATIONS--GIVEN THE POWER TO TAKE THE RECKLESS DRIVER, THE ARRANT, CRAZY VIOLATOR RIGHT TO THE CELL-BLOCK IN THE POLICE STATION.

WE WOULD LIKE TO SEE THE STATE USE ITS FAR-FLUNG POWER TO HELP US, AND EVERY OTHER COMMUNITY, ENFORCE OUR TRAFFIC LAWS AGAINST THE VIOLATOR WHO DOES NOT LIVE IN OUR CITY AND ITS IMMEDIATE VICINITY. A MUNICIPALITY CANNOT SEND ITS POLICEMEN UP AND DOWN THE STATE, HUNTING DOWN VIOLATORS WHO IGNORE OUR SUMMONS BECAUSE THEY REALIZE THEY LIVE BEYOND OUR JURISDICTION. IN THESE CASES, THE STATE GOVERNMENT IS THE ONLY AGENCY WHICH CAN MAKE OUR TRAFFIC LAWS APPLY WITH EQUAL FORCE.

THEN TOO, IT IS NOT IN OUR POWER TO APPLY THE MOST DRASTIC--AND THE MOST EFFECTIVE--INSTRUMENT OF SUPERVISION OVER THE MEN AND WOMEN WHOSE CONDUCT BEHIND THE WHEEL OF A CAR SPELLS LIFE OR DEATH UPON OUR ROADS. WE CANNOT REVOKE A DRIVER'S LICENSE.

I SUBMIT TO THIS CONFERENCE THAT THERE OUGHT TO BE A LIMIT TO THE NUMBER OF RECKLESS DRIVING CONVICTIONS AND DRUNKEN DRIVING CONVICTIONS A MAN SHOULD BE ALLOWED. THERE OUGHT TO BE A TIME WHEN THE STATE STEPS IN AND SAYS, "OH, NO. NEVER AGAIN. YOU AREN'T FIT TO DRIVE A CAR IN PENNSYLVANIA. YOU'RE A MENACE. GET OFF THE ROAD."

AND ONE MORE THING.

THE PITTSBURGH BETTER TRAFFIC COMMITTEE HAS ASKED ME TO CALL TO THIS CONFERENCE'S ATTENTION ITS BELIEF THAT THE DRIVING INSTRUCTION PROGRAM, ONCE PLANNED FOR PITTSBURGH BY THE COMMONWEALTH, SHOULD BE REVIVED AND PUT INTO OPERATION. IN THAT BELIEF OF OUR CITIZENS' TRAFFIC BODY, I CONCUR.

THE CITY DEEDED TO THE STATE A PARK AREA ON ONE OF OUR MAIN BOULEVARDS, WHICH THE WPA THEN LAID OUT AS A MODEL DRIVING SCHOOL COURSE.

UNFORTUNATELY, IT HAS BEEN USED ONLY AS A PLACE WHERE ASPIRING DRIVERS ARE TESTED FOR THEIR LICENSES.

WE WOULD LIKE TO SEE THIS AREA USED FOR ITS ORIGINAL PURPOSE--STATE INSTRUCTION IN SAFE DRIVING-- AND WE BELIEVE THAT THE DRIVERS' TRAINING PROGRAM SHOULD BE STATE-WIDE. SAFETY PEOPLE KNOW THAT IT IS THE EARLY DRIVING HABITS WHICH LAST THE LONGEST. IF THEY ARE GOOD, YOU GET A SAFE DRIVER. IF THEY ARE BAD, NOT EVEN A STRING OF ACCIDENTS WILL ERADICATE THEM.

PITTSBURGH IS WORRIED ABOUT THIS RISE IN TRAFFIC DEATHS.

WE HAVE A WALL FULL OF SAFETY PLAQUES AND AWARDS IN THE CORRIDOR OF CITY HALL. THEY WILL BECOME A MOCKERY, HOLLOW AND MEANINGLESS, UNLESS WE BEAT DOWN THIS RISE IN ACCIDENTS AND DEATHS.

THERE HAVE BEEN 53 PERSONS KILLED ON PITTSBURGH'S STREETS THIS YEAR, AS AGAINST ONLY 36 IN THE SAME PERIOD ONE YEAR AGO.

WE ARE A LITTLE BIT BETTER OFF THAN WE WERE IN 1941, WHEN THERE WERE MORE CARS ROLLING UP MORE MILEAGE ON OUR STREETS.

WHEN THE NEW CARS COME FLOODING FROM THE ASSEMBLY LINES; WHEN OUR COUNTRY HAS, AS IT NOW DOES, 60,000,000 EMPLOYED PERSONS, THIS RATE OF TRAFFIC DEATH AND INJURY IS GOING TO SHOOT UP STILL MORE--UNLESS WE ROLL IT BACK.

I AM CONFIDENT WE CAN ROLL IT BACK.

WE ARE GETTING GOOD HIGHWAY AND STREET ENGINEERING. BUT THAT'S NOT THE WHOLE ANSWER. ON THE PENNSYLVANIA TURNPIKE, THAT DREAM HIGHWAY WHERE EVERY SAFETY FEATURE IS ENGINEERED INTO THE ROAD, THE ACCIDENT RATE IS NO BETTER--IN FACT IT'S SOMEWHAT WORSE--THAN FOR THE REST OF PENNSYLVANIA.

NOR IS ENFORCEMENT THE ONLY ANSWER. IN THIS YEAR, WE HAVE LEVIED TRAFFIC FINES IN PITTSBURGH IN THE FIRST SEVEN MONTHS THAT EQUAL ALL OF LAST YEAR'S COURT INCOME. STILL, THE ACCIDENT AND DEATH RATES ARE HIGHER.

WE MUST HAVE GOOD ENGINEERING AND WE MUST HAVE PROPER ENFORCEMENT.

BUT RIGHT NOW, I BELIEVE WE NEED MOST INTENSIFIED, UNREMITTING SAFETY EDUCATION--PROPAGANDA, IF YOU WILL.

WE HAVE AN ENGINEERING AND ENFORCEMENT TASK FOR GOVERNMENT, FOR THE SCIENTIFIC APPLICATION OF ALL THE GOOD PRINCIPLES OUR EXPERTS HAVE ESTABLISHED. WE NEED THOROUGH-GOING, FOLLOW-THROUGH COOPERATION BETWEEN EVERY LEVEL OF GOVERNMENT, LOCAL, COUNTY, STATE AND NATIONAL.

BUT, BEYOND ALL GOVERNMENT, THIS IS A TASK FOR THE PEOPLE THEMSELVES.

NO TRAFFIC ENGINEER, NO EXPERTS IN SAFETY, NO LAW ENFORCEMENT OFFICER, CAN HOLD THE WHEEL FOR EVERY DRIVER AND REGULATE HIS PRESSURE ON THE GAS PEDAL. NOR CAN WE BE AT EVERY CHILD'S SIDE, NOR CAN WE BRING CLARITY OF VISION AND MORE ACTIVE REFLEXES TO THE AGED PEDESTRIAN.

THIS IS WORK FOR EVERYONE. SAFETY IS INDIVISIBLE. IT DOESN'T STOP BETWEEN THE HOMES AND THE SCHOOL. IT CAN'T BE DIVIDED BETWEEN CITY AND BOROUGH, BETWEEN COUNTY AND STATE. IT DOESN'T TURN OFF AT THE INTERSECTION OF A STATE HIGHWAY AND A TOWNSHIP ROAD.

WE MUST START THE MESSAGE.

THEN IT MUST PENETRATE ALL THE WAY DOWN THE LINE, INTO EVERY PERSON'S INDIVIDUAL CONSCIOUSNESS, AND INTO HIS VERY SUB-CONSCIOUS THINKING. WE MUST DRUM IT IN; WE MUST MAKE SAFETY INSTINCTIVE; WE MUST MAKE IT MORE THAN LAW AND MORE THAN CUSTOM; WE MUST MAKE SAFETY AN UNBREAKABLE HABIT.

IN THESE SAFETY CONFERENCES, WE HAVE MANY APPROACHES TO A SINGLE OBJECTIVE. THAT OBJECTIVE IS TO SAVE HUMAN LIFE.

IT IS MAN'S NOBLEST PURPOSE.

I KNOW, THAT WORKING TOGETHER, WE IN PENNSYLVANIA CAN MAKE OUR STATE THE SAFEST AREA IN THE UNITED STATES.

THAT IS OUR GOAL.

IN ITS ATTAINMENT, I PROMISE YOU THAT PITTSBURGH WILL DO ITS PART.

CHAIRMAN HARRIS:

THANK YOU, MAYOR LAWRENCE FOR THAT FINE ADDRESS. I AM SURE THAT EVERY ONE IN THIS MEETING FEELS AS YOU DO, THE SAVING OF HUMAN LIVES IS A PARAMOUNT QUESTION.

WE ARE NOW GOING TO TAKE A RECESS IN ORDER THAT YOU MAY ATTEND THE RESPECTIVE CONFERENCES, AS PREVIOUSLY ANNOUNCED.

AT THE LUNCHEON WE WILL CONTINUE OUR BUSINESS.

I APPRECIATE THIS WONDERFUL OUTPOURING OF PENNSYLVANIANS WHO ARE INTERESTED IN HIGHWAY SAFETY.

WE WILL NOW RECESS IN ORDER THAT YOU MAY ATTEND ANY OR ALL OF THE THREE COMMITTEE MEETINGS.

EDUCATION COMMITTEE

Senate Caucus Room

DR. F. B. HAAS, Superintendent of Public Instruction
Chairman

INTRODUCTORY REMARKS

DOCTOR FRANCIS B. HAAS, SUPERINTENDENT, DEPARTMENT
OF PUBLIC INSTRUCTION, HARRISBURG.

ELEMENTARY EDUCATION

MR. D. WILLARD ZAHN, SUPERINTENDENT OF DISTRICT #1,
PHILADELPHIA, CHAIRMAN OF SAFETY EDUCATION OF PUBLIC
SCHOOLS OF PHILADELPHIA.

SECONDARY EDUCATION

MR. WILLIAM N. ANDERSON, SUPERVISOR, TRAFFIC AND
SAFETY ACTIVITIES, BOARD OF EDUCATION, PITTSBURGH.

PART PLAYED BY THE COLLEGES IN TEACHERS EDUCATION

DR. J. M. UHLER, PRESIDENT OF INDIANA STATE
TEACHERS COLLEGE, INDIANA.

PUPIL TRANSPORTATION

MR. J. K. BOWMAN, DEPARTMENT OF PUBLIC INSTRUCTION,
HARRISBURG.

PUBLIC INFORMATION

STANLEY CAULKINS, PRESIDENT, PENNSYLVANIA NEWSPAPER
PUBLISHERS ASSOCIATION, UNIONTOWN.

SUMMARY OF PROCEEDINGS

DOCTOR FRANCIS B. HAAS, SUPERINTENDENT, DEPARTMENT
OF PUBLIC INSTRUCTION, HARRISBURG.

DR. HAAS:

LADIES AND GENTLEMEN: MAY I EXTEND TO YOU FOR GOVERNOR MARTIN AND
FOR THE COMMITTEE, OF WHICH I AM A MEMBER, AND FOR MY COLLEAGUES IN THE DEPART-
MENT OF PUBLIC INSTRUCTION, WHO ARE VITALLY INTERESTED IN THIS PROGRAM AS YOU ARE,
OUR APPRECIATION FOR YOUR ATTENDANCE HERE TODAY. WE EXPECT SOME REAL THINGS TO
COME FROM OUR COOPERATIVE EFFORTS IN ATTACKING THIS PROBLEM.

I WANT TO ASK DOCTOR CRESSMAN TO TAKE ONE AND THREE-QUARTER MINUTES TO BRING YOU UP TO DATE WITH WHAT WE HAVE DONE IN THE DEPARTMENT OF PUBLIC INSTRUCTION AND IN COOPERATION WITH OTHER DEPARTMENTS. THEN WE HAVE FIVE SPEAKERS WHO WILL TOUCH UPON THE PROBLEM IN ITS RELATION TO ELEMENTARY EDUCATION, SECONDARY EDUCATION, COLLEGE EDUCATION, PUPIL TRANSPORTATION AND PUBLIC INFORMATION. AT 12:45 P.M., WE SHALL ADJOURN AND I AM GOING TO ASK THESE FIVE SPEAKERS, WITH DOCTOR CRESSMAN AND MR. STEHMAN, WHOM YOU WILL MEET LATER, TO FORM A SMALL FINDINGS COMMITTEE FOR THIS GROUP TO PRESENT TO ME FOR FINAL PRESENTATION AT THE AFTERNOON SESSION SOME SOUND, SOLID IDEAS FROM THOSE PRESENT.

DOCTOR CRESSMAN:

DOCTOR HAAS AND FRIENDS, IT WAS ABOUT 1939 WHEN DOCTOR HAAS AND COLONEL WILHELM ATE LUNCH TOGETHER IN THE PENN HARRIS, AND OUT OF THAT LUNCH GREW THE FORMATION OF THE PRESENT CONFERENCE, COMPOSED OF THE DEPARTMENT OF REVENUE, DEPARTMENT OF HIGHWAYS, STATE POLICE, AND DEPARTMENT OF PUBLIC INSTRUCTION. THEY HAVE BEEN MEETING FOR A NUMBER OF YEARS EVERY MONTH, EXCEPT IN SUMMER MONTHS. A NUMBER OF PAMPHLETS HAVE GROWN OUT OF THIS GROUP. WE HAVE SIX "USER GROUPS", AND ON A NUMBER OF OCCASIONS WE HAVE ASKED THEM TO JOIN US. I SEE SEVERAL OF THEIR REPRESENTATIVES ARE HERE TODAY, AND THEN WE HAD TWO LEGISLATORS, ONE FROM THE SENATE AND ONE FROM THE HOUSE.

ONE OF THE VERY FIRST THINGS DONE WAS TO SEND OUT FIVE THOUSAND COPIES OF "SPORTSMANSHIP-LIKE DRIVERS." WE HAD A NUMBER OF PUBLICATIONS, "EDUCATION FOR TRAFFIC SAFETY," "SCHOOL PATROLS", "SAFETY EDUCATION IN SCHOOLS." TWO OTHER PAMPHLETS APPEARED IN PENNSYLVANIA IN 1939, WITH SPECIAL REFERENCE TO CHILDREN OF SCHOOL AGE.

THEN WE HAD A SEMINAR FOR A WEEK. TWENTY-FIVE COLLEGES SENT REPRESENTATIVES ON HIGHWAY SAFETY EDUCATION. PRACTICALLY EVERY TEACHERS' COLLEGE HAD CLASSES ON SAFETY EDUCATION.

AT THE MEETINGS OF THE NORTHERN REGIONAL CONFERENCE COMMITTEE ON TRAFFIC EDUCATION, STUDIES HAVE BEEN GIVEN TO LAWS ON HIGHWAY AND TRAFFIC SAFETY FOR ELEMENTARY AND SECONDARY SCHOOLS. CONSIDERABLE STUDY HAS BEEN GIVEN TO BICYCLE REGULATIONS.

TWENTY-FIVE THOUSAND DOLLARS WERE GRANTED TO THE DEPARTMENT OF PUBLIC INSTRUCTION TO PROMOTE A HIGHWAY SAFETY EDUCATION PROGRAM. AT THE PRESENT TIME THE DEPARTMENT HAS UNDER CONSIDERATION A PROMOTION OF THESE DIFFERENT TYPES OF HIGHWAY SAFETY EDUCATION; SCHOOL PATROLS, CLASSROOM DRIVER EDUCATION, BEHIND THE WHEEL DRIVER EDUCATION, PEDESTRIAN EDUCATION, BICYCLE EDUCATION, AND TRAINING OF SCHOOL BUS DRIVERS. THE CULMINATION OF ALL OF THEM IS A NEW PAMPHLET. DOCTOR HAAS AND I JUST REVIEWED IT. IT WILL PRESENT TO YOU DRIVER EDUCATION, THE CLASSROOM PHASE AND BEHIND THE WHEEL.

DOCTOR HAAS:

LADIES AND GENTLEMEN, YOU REALIZE, OF COURSE, THAT WHEN WE SPEAK OF THIS PROBLEM IN RELATION TO EDUCATION WE ARE THINKING OF TWO ASPECTS, EDUCATION

IN ITS FORMAL SENSE AND THAT EDUCATION WHICH COMES AS THE RESULT OF A DEFINITE SPECIFIC OBJECTIVE SET-UP IN THE INSTITUTION KNOWN AS THE SCHOOL. THEN, OF COURSE, WE REALIZE THAT THERE IS A BROADER FIELD OF GENERAL EDUCATION. EVERYTHING THAT WE DO EDUCATES US, AND SO WE ARE GOING TO TOUCH UPON THESE TWO PHASES OF THE EDUCATIONAL PROBLEM. WITH REFERENCE TO THE ELEMENTARY FIELD, I AM GOING TO ASK DOCTOR D. WILLARD ZAHN, SUPERINTENDENT OF DISTRICT #1 OF PHILADELPHIA AND CHAIRMAN OF SAFETY EDUCATION OF THE PUBLIC SCHOOLS OF PHILADELPHIA, TO SAY A FEW WORDS.

DOCTOR ZAHN:

I HAVE A FIVE MINUTE STATEMENT. I AM TAKING IT FOR GRANTED THAT WHAT WE SAY IS IN ADDITION TO THE PROVISION OF SAFE ENVIRONMENT OF CHILDREN. EDUCATION FOR HIGHWAY SAFETY AT THE ELEMENTARY SCHOOL LEVEL INVOLVED FOUR FUNDAMENTAL TASKS: THE PROVISION OF ABUNDANT AMOUNTS OF PARTICIPATION IN GENUINE HIGHWAY SAFETY ACTIVITIES FOR AS MANY PUPILS AS POSSIBLE. WITHOUT PARTICIPATION, HIGHWAY SAFETY IS LEFT IN AN ACADEMIC VACUUM, AND SUCCESSFUL OUTCOMES ARE FORTUITOUS RATHER THAN PLANNED; THE "BOMBARDMENT" OF ALL PUPILS BY SAFETY "SHELL-FIRE" FROM AS MANY REAL LIFE AND CONSTRUCTIVE APPROACHES AS POSSIBLE SO THAT CONSCIOUSNESS OF THE NECESSITY FOR HIGHWAY SAFETY IS CONTINUOUSLY AROUSED AND CONSISTENTLY MAINTAINED; THE FORMATION OF THOSE PERSONAL HABITS MOST ESSENTIAL TO SAFETY ON THE HIGHWAYS; AND THE COORDINATION OF SCHOOL AND COMMUNITY EFFORT.

THE FIRST OF THESE ITEMS TENDS TO MAKE THE INDIVIDUAL PERSONALLY RESPONSIBLE FOR HIS OWN SAFETY AND RELATES HIS SAFETY PERFORMANCE TO THAT OF ALL OTHERS; THE SECOND LENDS IMPORTANCE TO THE NEED FOR SAFETY AND SERVES CONTINUOUSLY TO MOTIVATE SAFETY INSTRUCTION; THE THIRD PROVIDES THOSE ESSENTIAL AUTOMATIC RESPONSES WHICH PREVENT ACCIDENTS AND SAVE LIVES IN HAZARDOUS SITUATIONS; AND THE LAST AIDS IN MAKING HIGHWAY SAFETY A COORDINATED COMMUNITY RESPONSIBILITY, SHARED BY ALL.

CONCERNING PARTICIPATION. PARTICIPATION IS FUNDAMENTAL. EVERY ELEMENTARY SCHOOL SHOULD MAINTAIN A CONSTANTLY IMPROVING SAFETY PATROL; PERFECT WITHIN EACH CLASSROOM SOME SORT OF CLASSROOM ORGANIZATION FOR SAFETY, TO OPERATE AT THE INDIVIDUAL CLASS LEVEL, NO MATTER HOW ADVANCED OR RETARDED THE GROUP, NOR HOW YOUNG OR MATURE; GIVE CONSIDERATION TO THE POSSIBILITIES OF OTHER "JUNIOR SAFETY ORGANIZATIONS," WITH REPRESENTATION AND ACTIVITY INVOLVING THE ENTIRE STUDENT BODY; ENSURE STAFF PARTICIPATION IN THE DEVELOPMENT AND EXECUTION OF SCHOOL POLICY CONCERNING HIGHWAY SAFETY, INCLUDING THE EVALUATION OF HIGHWAY SAFETY PROCEDURES.

"SAFETY CONSCIOUSNESS" IN SCHOOLS SHOULD INCLUDE HIGHWAY SAFETY IN EVERY TEACHING SITUATION WHERE IT APPROPRIATELY BELONGS, IN ADDITION TO TEACHING SITUATIONS SPECIFICALLY DESIGNED TO PROMOTE HIGHWAY SAFETY; SHOULD DEVELOP, AND SUBSEQUENTLY RE-EMPHASIZE, INDIVIDUAL CLASSROOM HIGHWAY SAFETY CODES IN EVERY INSTANCE INVOLVING A CLASS OR SCHOOL EXCURSION, PICNIC, OR ANY ACTIVITY WHICH SUGGESTS ORDERLY PROCEDURE IN THE INTEREST OF SAFETY AND PUBLIC MANNERS; SHOULD PROVIDE VARIETY OF APPROACH, PROPER USE OF DRAMATICS, MOTION PICTURES, RADIO, ART, MUSIC, AND APPROPRIATE FORMS OF VICARIOUS EXPERIENCE RELATED TO HIGHWAY SAFETY SHOULD INVOLVE BOTH CLASSROOM AND ASSEMBLY; SHOULD INCLUDE CEREMONIAL INSTALLATIONS OF TRAFFIC PATROLS AND CITATIONS OF APPRECIATION, WITHIN REASONABLE LIMITS, WILL AFFORD MOTIVATION AND INSPIRATION; SHOULD PROVIDE OBSERVANCE BY THE SCHOOL OF

SPECIAL "WEEKS" EMPHASIZING VARIOUS ASPECTS OF HIGHWAY SAFETY ACTIVITY, WHICH WILL PROVE EFFECTIVE; AND SHOULD BE INCLUSIVE OF "CHECK LISTS" FOR PUPILS AND THEIR PARENTS, AND SPECIAL HIGHWAY SAFETY LETTERS TO PARENTS WILL BROADEN THE SCOPE OF THE PROGRAM.

CONCERNING HABITS FOR SAFETY. IT IS A FALLACY TO ASSUME THAT BECAUSE THE CHILDREN OF A GIVEN SCHOOL DO NOT NORMALLY MEET CERTAIN HAZARDOUS CONDITIONS, THEY NEED NO INSTRUCTION IN HIGHWAY SAFETY BEYOND THEIR IMMEDIATE NEEDS. HOWEVER, IMMEDIATE AND LOCAL NEEDS MUST COME FIRST. THESE OUGHT TO BE DETERMINED COOPERATIVELY IN TERMS OF THE LOCAL SITUATION AND ACCIDENT FACTS GENERALLY. THUS, A SORT OF "HABITS FOR SAFETY" PRIORITY LIST CAN BE READILY DETERMINED. THE ENTIRE STAFF SHOULD THEN FOLLOW THROUGH WITH VIGOR ON THE DEVELOPMENT OF THESE FUNDAMENTAL HABITS. IT IS SUGGESTED THAT THE NUMBER OF HABITS SELECTED FOR SPECIAL CONSIDERATION BE KEPT AT A MINIMUM; THAT THEY BE SELECTED BY ALL PERSONS INVOLVED, PUPILS AND TEACHERS, PARENTS AND OTHERS; THAT THEY BE ENFORCED WITHOUT EXCEPTION; AND THAT THE REASONS FOR THEIR SELECTION AND ENFORCEMENT BE UNDERSTOOD, AS NEARLY AS POSSIBLE, BY ALL.

CONCERNING COMMUNITY RELATIONSHIPS IN HIGHWAY SAFETY. HIGHWAY SAFETY IS A COMMUNITY OBJECTIVE. THE SCHOOL CANNOT ACT IN ISOLATION. PARENT ORGANIZATIONS, THE POLICE, ADULT GROUPS OF CIVIC-MINDED PERSONS, AND ACCIDENT PREVENTION AGENCIES WILL TAKE PART IN PLANNING THE PROGRAM, AND THEY CAN ALL PARTICIPATE IN SOME DEGREE IN EXECUTING IT. THE WHOLE COMMUNITY SHOULD BE PARTICIPANT, COORDINATE, AND COOPERATIVE IN HIGHWAY SAFETY VENTURES.

FINALLY, EDUCATION FOR SAFETY IS DIFFERENT, AT LEAST IN ONE SENSE, FROM MOST OTHER AREAS OF EDUCATIONAL ACTIVITY. THE ENTIRE GAMUT OF SAFETY HAZARDS EXISTS ALL AT ONCE FOR THE BEGINNER. THE WHOLE CURRICULUM ENGULFS HIM ALL THE TIME. THIS PUTS A TREMENDOUS RESPONSIBILITY ON THE ELEMENTARY SCHOOL. CONTENT IN HIGHWAY SAFETY IS NOT SUBJECT MATTER TO BE LEARNED, BUT THE IMMEDIATE DEVELOPMENT OF CONDUCT PROFICIENCIES DESIGNED TO SAVE LIFE.

LIVING SAFELY AS A CHILD OFFERS THE MOST PROMISING FORECAST FOR SAFE LIVING AS AN ADULT. THIS IS A REAL CHALLENGE TO THE ELEMENTARY SCHOOL AS AN ORGANIZATION, AND TO EVERY MEMBER OF ITS PERSONNEL AS INDIVIDUALS.

DOCTOR HAAS:

NOW, WE ARE STRICTLY ON TIME, AND I AM GOING TO PRESENT MR. WILLIAM N. ANDERSON, SUPERVISOR, TRAFFIC AND SAFETY ACTIVITIES, BOARD OF EDUCATION, PITTSBURGH, PENNSYLVANIA.

MR. ANDERSON:

WE HAVE ANOTHER FIVE MINUTE CAPSULE WHICH CANNOT COVER THE ENTIRE FIELD. THE NEED FOR HIGHWAY SAFETY INSTRUCTION IN SECONDARY SCHOOLS IS SO IMPORTANT THAT THIS INSTRUCTION CANNOT BE NEGLECTED. MUCH THAT IS TAUGHT IN THE ELEMENTARY SCHOOLS REGARDING PEDESTRIANS NEEDS TO BE RE-EMPHASIZED IN SECONDARY SCHOOLS, BUT EMPHASIS SHOULD BE PLACED ON SOCIAL PROBLEMS RATHER THAN WALKING SKILL.

IN REGARD TO PREPARING PUPILS AS ACTUAL AND POTENTIAL DRIVERS, THE SUBJECT MATTER MUST BE BOTH INTRODUCED AND CONCLUDED. TO BECOME A SUCCESSFUL PEDESTRIAN, AN ALIVE AND UNINJURED ONE, REQUIRES MANY YEARS SPENT IN ACHIEVING THIS AIM. HOWEVER, SO DANGEROUS IS THE AUTOMOBILE THAT WE ASK BEGINNERS IN DRIVING TO ENTER THE HIGHWAY MATURE IN SKILL, HABITS AND ATTITUDE. OTHERWISE, IT WOULD TAKE MANY LONG YEARS OF TRIAL AND ERROR TO ACHIEVE THIS SUCCESS. WE DO THIS BECAUSE WE ARE NOT ALONE CONCERNED WITH THE BEGINNING DRIVER'S OWN SAFETY, BUT WITH THE SAFETY OF OTHER USERS OF THE HIGHWAYS.

THIS CROWDING OF YEARS INTO MINUTES IS THE CONTENT FOR HIGHWAY SAFETY INSTRUCTION IN THE SECONDARY SCHOOLS. SPECIAL PARTS OF THIS PROGRAM WE CAN DO NOW. OTHER PARTS AWAIT DEVELOPMENT. SPECIFICALLY, THE SCHOOL CAN AND SHOULD DO THIS NOW. FIRST, AND MOST IMPORTANT, THE SCHOOL SHOULD REVIEW ITS EDUCATIONAL PROGRAM AND FORFEIT SOME CONTENTS WHERE NECESSARY IN ORDER THAT ALL PUPILS MAY BE GIVEN INSTRUCTION IN THE SOCIAL PROBLEMS OF TRAFFIC SAFETY AND BASIC PRINCIPLES OF SAFE DRIVING. GRADE PLACEMENT OF THIS MATERIAL SHOULD BE PRIOR TO THE PUPILS REACHING THE LEGAL DRIVING AGE AND BEFORE THE HEAVY DROP OUT IN SCHOOL ATTENDANCE OCCURS. SECONDLY, TO CONTINUE THIS PRELIMINARY INSTRUCTION A STEP FURTHER IN ORDER TO PROVIDE AN OPPORTUNITY FOR PUPILS WHO ARE NOW READY TO DRIVE TO LEARN TO DRIVE. A SYSTEM OF LESSONS IN SCHOOL, COUPLED WITH ROAD INSTRUCTION IN THE HOME WOULD PROVE HELPFUL. THIS HAS BEEN FOLLOWED IN THE STATE OF WISCONSIN AND OTHER STATES. AN OUTLINE HAS BEEN PREPARED BY THE AMERICAN AUTOMOBILE ASSOCIATION, AND IS AVAILABLE AND OFFERS NO EXPENSE TO THE SCHOOL SYSTEM. WHEREVER POSSIBLE, HOWEVER, INSTRUCTION IN SCHOOL OWNED AND CONTROLLED CARS, UNDER TRAINED TEACHERS IS PREFERABLE. THIRD, THE SCHOOL CAN CONSIDER OFFERING AUTOMOBILE DRIVING AS A VOCATIONAL SUBJECT ALONG WITH SUCH THINGS AS BRICKLAYING, RETAIL SELLING, TYPEWRITING AND BEAUTY PARLOR OPERATION. FOURTH, THE SCHOOL CAN SEND TEACHERS TO ATTEND TEACHER TRAINING CLASSES IN HIGHWAY SAFETY INSTRUCTION, AND I MAY HERE INVITE ANY DISTRICT IN THE WESTERN END OF THE STATE TO ATTEND A COURSE OFFERED AT THE UNIVERSITY OF PITTSBURGH AND LOCAL SCHOOLS, SEPTEMBER 3 THROUGH 7 THIS FALL WITHOUT EXPENSE. THE INSTRUCTOR WILL BE PROFESSOR NEYHART. FIFTH, THE SCHOOL FROM AN ADMINISTRATIVE VIEWPOINT SHOULD REVIEW LEGISLATION, PROVIDE SAFE BUS TRANSPORTATION, AND CONDUCT TRAFFIC SURVEYS OF THE SCHOOL DISTRICT. NOW, THESE FIVE ITEMS ARE IMMEDIATELY PRACTICABLE.

IN ADDITION, THE SCHOOL SHOULD ASSUME LEADERSHIP IN SEVERAL LONG RANGE PROJECTS, THE MOST IMPORTANT OF WHICH IS THE THOROUGH ROAD TRAINING OF ALL BEGINNING DRIVERS WHETHER THEY ARE IN SCHOOL OR OUT. PROBABLY UPWARDS OF SEVENTY-FIVE PERCENT OF ALL BEGINNING DRIVERS ARE PERSONS OUT OF SCHOOL. THEY REPRESENT INDIVIDUALS WHO EITHER DROPPED OUT OF SCHOOL OR WHO HAVE GRADUATED. A GREAT MAJORITY ARE IN THEIR LATE TEENS OR EARLY TWENTIES. SECONDARY SCHOOL PERSONNEL, SKILLED IN ADULT EDUCATION, SHOULD TAKE THE LEAD TO COOPERATE WITH STATE AND COMMUNITY SAFETY AGENCIES TO UPGRADE THE LEVEL OF ALL DRIVERS.

DOCTOR HAAS:

DOCTOR J. M. UHLER, PRESIDENT OF THE STATE TEACHERS COLLEGE AT INDIANA, PENNSYLVANIA WILL ADDRESS YOU.

DOCTOR UHLER:

DOCTOR HAAS AND LADIES AND GENTLEMEN OF THE CONFERENCE, I WANT TO MAKE IT CLEAR THAT I AM NOT AN EXPERT IN THIS FIELD. MY TWO PREDECESSORS SEEM TO BE. WHAT I HAVE TO SAY IS MY OWN THOUGHT. I HAVE FOUR THINGS TO SUGGEST WHICH I THINK PEOPLE IN THE TEACHER EDUCATION FIELD CAN DO AND SHOULD DO, OR PERHAPS MUST DO.

THE FIRST ONE IS TO AROUSE IN OUR TEACHERS A CONSCIOUSNESS OF THE TREMENDOUS LOSS THAT IS SUFFERED THROUGH ACCIDENTS. THE PROPERTY LOSS, LOSS OF LIFE, LOSS OF LABOR AND THE HUMAN MISERY THAT IS ENDURED BECAUSE WE APPARENTLY PAY NO ATTENTION TO THIS PROBLEM. I DON'T BELIEVE THAT ONE OUT OF A HUNDRED TEACHERS, PERHAPS NOT ONE OUT OF A THOUSAND, HAVE REALIZED THE TREMENDOUS LOSS BY MOTOR VEHICLE TRAFFIC ACCIDENTS. PERHAPS NOT ONE OUT OF TEN THOUSAND OF THE ORDINARY CITIZEN REALIZES THIS. NOW, I DON'T WANT TO BURDEN YOU WITH ANY STATISTICS THAT WERE GIVEN AT THE GENERAL SESSION, BUT JUST TO ILLUSTRATE WHAT I MEAN, AREN'T WE AWARE OF THE FACT THAT SOMEWHERE AROUND NINE MILLION ACCIDENTS OCCUR IN A YEAR? THAT WAS TRUE IN THE YEAR PRECEDING THE WAR, AND THAT OUT OF THOSE NINE MILLION, ONE HUNDRED THOUSAND OF THEM ARE FATAL AND ABOUT FORTY PERCENT OF THAT ONE HUNDRED THOUSAND ARE THE RESULT OF MOTOR VEHICLE ACCIDENTS. ABOUT FOUR HUNDRED THOUSAND MORE ARE PERMANENTLY DISABLED, AND THE COST OF ALL THIS, PROPERTY LOSS, LOSS OF LABOR, HOSPITAL BILLS, AND SO ON, AMOUNTS TO ABOUT THREE AND THREE-QUARTER BILLION DOLLARS. NOW, IF WE TAKE INTO CONSIDERATION THE MAN HOURS THAT ARE LOST, IT RUNS INTO BILLIONS OF DOLLARS IN A YEAR, ENOUGH TO PROBABLY PERMANENTLY SOLVE OUR HOUSING PROBLEM AND MANY OTHER PROBLEMS IN ADDITION.

NOW, ANOTHER THING THAT WE NEED TO DO IS TO INSTILL IN THESE PROSPECTIVE TEACHERS, WHOM WE ARE TRYING TO DIRECT, A SENSE OF RESPONSIBILITY. HERE IS THE PROBLEM -- THEY MUST HAVE A CONSCIOUSNESS AND, IN ADDITION TO THAT, THEY MUST ASSUME THE RESPONSIBILITY WHEN THEY GO OUT TO TEACH. THEN THEY MUST BE GIVEN A SUFFICIENT KNOWLEDGE OF THE PROBLEM AND THE PROTECTIVE METHODS IN SAFETY TO PASS THEM ALONG TO THE CHILDREN SO THAT, AS SOMEONE SAID HERE A LITTLE WHILE AGO, THEY NOT ONLY HAVE THE KNOWLEDGE, BUT THESE CHILDREN MUST FORM THE HABITS OF PROTECTION. THAT IS PARTICULARLY TRUE OF THE ELEMENTARY TEACHERS.

A CERTAIN NUMBER OF TEACHERS IN OUR TEACHER EDUCATION SCHOOLS MUST BE TRAINED AND GIVEN THE SKILLS SO THAT THEY CAN GO OUT AND SUPPLY THE HIGH SCHOOLS WITH TEACHERS TO TEACH COURSES IN SAFE DRIVING.

NOW, TO MENTION JUST A FEW OF THE THINGS THAT WE HAVE DONE AT INDIANA. WE DO HAVE SAFETY COURSES, THAT IS GENERAL SAFETY COURSES, AND THE FACTOR OF AUTOMOBILE ACCIDENTS IS BEING EMPHASIZED. WE OFFER AN ELECTIVE COURSE EACH SEMESTER, AND A GOOD MANY OF OUR STUDENTS TAKE IT. I FEEL THAT THOSE COURSES IN SAFETY EDUCATION OUGHT TO, PERHAPS, BE REQUIRED RATHER THAN ELECTIVE AND THAT TEACHERS GOING THROUGH OUR TEACHER EDUCATION SCHOOLS SHOULD BE REQUIRED TO BE CERTIFICATED IN SAFETY EDUCATION JUST AS THEY ARE CERTIFICATED IN OTHER SUBJECTS. I THINK WE OUGHT TO PAY AS MUCH ATTENTION TO SAFETY EDUCATION AS WE DO IN TRAINING YOUNG PEOPLE IN ARITHMETIC, READING, OR ANY OTHER SUBJECT. THAT IS MY FEELING ABOUT THAT TOPIC.

WE ALSO GIVE DRIVING COURSES, BOTH BY OUR OWN PEOPLE, AND BY INVITED SPECIALISTS ON THE SUBJECT, AND WE HAVE ALSO OPENED OUR INSTITUTION JUST AS PITTSBURGH IS DOING. WE HAD A COURSE OF THAT SORT JUST LAST SPRING, AND PEOPLE FROM

HIGH SCHOOLS AND OUR SERVICE AREA, OR ALL OVER THE STATE FOR THAT MATTER, WERE INVITED TO SEND REPRESENTATIVES THERE TO BE TRAINED TO GO BACK IN THEIR HIGH SCHOOLS AND GIVE COURSES IN SAFE DRIVING.

ANOTHER THING WE HAVE AT INDIANA THAT I GUESS ISN'T NEW, BUT WHICH I THINK IS WORTHWHILE, IS A BUS DRIVERS' CLINIC. ALL THE BUS DRIVERS OF SCHOOL BUSES IN OUR SERVICE AREA WERE INVITED, AND WE HAVE THE EXPERTS COME THERE TO GIVE THOSE MEN INSTRUCTION. THE STATE POLICE WILL GO TO ANY OF THE INSTITUTIONS WITH EQUIPMENT AND MACHINES TO MEASURE THE ABILITY AND CAPACITY OF A PERSON FOR LEARNING SAFE DRIVING. WE HAVE HAD THEM A NUMBER OF TIMES AT INDIANA.

WE HAVE A FILM LIBRARY, AND IN THAT LIBRARY WE HAVE A NUMBER OF MOVING PICTURES ON SAFETY AND THOSE ARE DISTRIBUTED THROUGHOUT WESTERN PENNSYLVANIA WHEREVER THEY ARE ASKED FOR.

THOSE ARE SOME OF THE THINGS WE HAVE DONE AT INDIANA, AND THAT IS MY CONTRIBUTION.

DOCTOR HAAS:

MR. J. K. BOWMAN OF OUR DEPARTMENT IS GOING TO TAKE THE PLACE OF MR. WILLIAM ROBINSON. MR. BOWMAN WILL SPEAK FROM THE POINT OF VIEW OF HIS WORK IN THE AREA OF CONSOLIDATION AND TRANSPORTATION.

MR. BOWMAN:

DOCTOR HAAS, LADIES AND GENTLEMEN, MR. ROBINSON PREPARED THIS PAPER HIMSELF AND UNTIL ABOUT A HALF HOUR AGO HE EXPECTED TO READ IT HIMSELF. IF HE WERE ABLE TO READ IT HIMSELF, BOTH HE AND I WOULD FEEL MORE COMFORTABLE ABOUT IT.

THE SUBJECT IS PUPIL TRANSPORTATION, AND THE FIRST PART IS THE SCOPE OF THE PROBLEM. SCHOOL TRANSPORTATION IS AN ESSENTIAL PART OF OUR EDUCATIONAL SYSTEM, PARTICULARLY IN RURAL AREAS, AND REPRESENTS AN IMPORTANT PART OF THE STATE'S MOTOR VEHICLE TRAFFIC. MORE THAN 300,000 CHILDREN IN PENNSYLVANIA ARE DEPENDENT UPON TRANSPORTATION SERVICE FOR SCHOOL PRIVILEGES. THIS IS APPROXIMATELY ONE-SIXTH OF THE TOTAL PUBLIC SCHOOL ENROLLMENT. APPROXIMATELY 4,500 VEHICLES ARE USED DAILY TO TRANSPORT THESE CHILDREN TO AND FROM SCHOOL. WE ARE RELIABLY INFORMED THAT THE NUMBER OF PUPILS TRANSPORTED DAILY EXCEEDS THE NUMBER OF PASSENGERS TRANSPORTED BY COMMON CARRIER BUSES. THE NUMBER OF PUPILS TRANSPORTED HAS INCREASED SO RAPIDLY DURING THE LAST QUARTER CENTURY THAT MANY SCHOOL DISTRICTS HAVE CARRIED ON THIS ACTIVITY WITHOUT SUFFICIENT ATTENTION TO SAFETY. FURTHER INCREASES IN THE VOLUME OF PUPIL TRANSPORTATION ARE ANTICIPATED BECAUSE OF RECENT LEGISLATION. THEREFORE, AN ORGANIZED PROGRAM FOR PROMOTING SAFETY IN PUPIL TRANSPORTATION IS IMPERATIVE.

ELEMENTS OF THE PROBLEM. SAFE VEHICLES: PENNSYLVANIA WAS A PIONEER IN PROMULGATING STANDARDS OF SAFETY FOR SCHOOL BUSES. RECOGNIZING THE NEED FOR SUCH STANDARDS, THE GENERAL ASSEMBLY WISELY DELEGATED TO THE STATE COUNCIL OF EDUCATION THE AUTHORITY TO PRESCRIBE STANDARDS AND EMPOWERED THE DEPARTMENT OF REVENUE TO ENFORCE THOSE STANDARDS THROUGH INSPECTION BY THE PENNSYLVANIA STATE POLICE. IN THIS CONNECTION IT SHOULD BE NOTED THAT PENNSYLVANIA STANDARDS EQUAL OR SURPASS THE STAND-

ARDS RECENTLY ADOPTED BY THE NATIONAL SCHOOL BUS CONFERENCE. UNFORTUNATELY, BECAUSE OF THE WAR AND ITS ATTENDANT CIRCUMSTANCES, IT HAS BEEN IMPOSSIBLE TO REPLACE ALL SUB-STANDARD BUSES BUT IT IS GRATIFYING TO REPORT THAT REPLACEMENTS ARE BEING MADE AS RAPIDLY AS STANDARD EQUIPMENT BECOMES AVAILABLE. WHEN THE PROGRAM OF REPLACEMENT IS COMPLETED, PENNSYLVANIA'S CHILDREN WILL RIDE TO AND FROM SCHOOL IN VEHICLES WHICH CONFORM TO MODERN STANDARDS OF SAFETY.

SAFE DRIVERS: NO SCHOOL BUS IS SAFE IN THE HANDS OF AN INCOMPETENT DRIVER. IN THIS AREA, PENNSYLVANIA HAS BEEN WOEFULLY SHORTSIGHTED. TO QUALIFY AS A SCHOOL BUS DRIVER UNDER PRESENT REQUIREMENTS ONE MUST SIMPLY BE TWENTY-ONE YEARS OF AGE AND HOLD AN OPERATOR'S LICENSE. DRIVERS ARE NOT SELECTED ON THE BASIS OF GENERAL PHYSICAL, MENTAL AND MORAL QUALIFICATIONS NOR IS ANY EXPERIENCE OR EXAMINATION REQUIRED. AS A MATTER OF FACT, IN THE GREAT MAJORITY OF CASES THE DRIVER IS THE PERSON WHO SUBMITS THE LOWEST BID FOR PROVIDING THE DESIRED SERVICE. IN THE INTEREST OF SAFETY, IT WOULD SEEM THAT APPROPRIATE ACTION SHOULD BE TAKEN TO INSURE SAFE DRIVERS AS WELL AS SAFE VEHICLES.

SAFE ROUTES: THE ROUTING OF SCHOOL BUSES IS A RESPONSIBILITY OF THE LOCAL BOARD OF SCHOOL DIRECTORS. ALL TOO OFTEN ROUTES ARE ESTABLISHED WITHOUT DUE REGARD FOR SAFETY. BUSES ARE ROUTED OVER BRIDGES WHICH ARE NOT GUARANTEED TO CARRY THE LOAD; STATION STOPS ARE DESIGNATED ON BLIND CURVES AND HILLS TO SERVE THE CONVENIENCE OF PUPILS RATHER THAN THEIR SAFETY. AN INSISTENT PARENT WILL ENDANGER THE LIVES OF A BUS LOAD OF CHILDREN IN ORDER TO HAVE THE BUS STOP IN FRONT OF HIS HOUSE. MANY OTHER ILLUSTRATIONS MIGHT BE CITED INDICATIVE OF THE NEED FOR A CAREFUL PLANNING OF BUS ROUTES.

SAFE TRANSIT PRACTICES: OUR EXPERIENCE INDICATES THAT MORE TRANSPORTED CHILDREN ARE INJURED AFTER BEING DISCHARGED FROM THE BUS THAN WHILE ENROUTE. BASED UPON NATIONAL EXPERIENCE, THE DEPARTMENT OF PUBLIC INSTRUCTION RECOMMENDS THAT PUPILS CROSS THE HIGHWAY IN FRONT OF THE BUS AND ONLY AFTER THE DRIVER HAS GIVEN A SIGNAL TO CROSS. DESPITE THIS RECOMMENDATION, ACCIDENTS STILL OCCUR. TWO METHODS OF APPROACH TO THIS PROBLEM ARE PRESENTED: (1) THE ENACTMENT OF LEGISLATION REQUIRING TRAFFIC TO STOP WHILE CHILDREN ARE BEING DISCHARGED OR (2) THE TRAINING OF SCHOOL BUS PATROLS TO DIRECT PUPIL TRAFFIC. SEVERAL ATTEMPTS HAVE BEEN MADE TO ACCOMPLISH THE FORMER BUT TO NO AVAIL.

RECOMMENDATIONS FOR ACTION. TO PROMOTE THE SAFETY OF PUPILS TRANSPORTED TO AND FROM SCHOOL IN VEHICLES OWNED OR CONTRACTED FOR BY BOARDS OF SCHOOL DIRECTORS, THE FOLLOWING PROGRAM IS RECOMMENDED: FIRST, TO PROVIDE ADMINISTRATIVE AND SUPERVISORY PERSONNEL AT THE STATE, COUNTY AND LOCAL LEVELS TO DEVELOP A COMPLETE SAFETY PROGRAM IN PUPIL TRANSPORTATION; SECOND, TO PROMOTE, THROUGH SUITABLE STANDARDS, THE ESTABLISHMENT OF AN INSPECTION AND MAINTENANCE PROGRAM TO KEEP ALL VEHICLES IN SAFE OPERATING CONDITION; THIRD, ESTABLISH STANDARDS AND PROCEDURES WHICH WILL INSURE THE SELECTION AND RETENTION OF RELIABLE AND QUALIFIED SCHOOL BUS DRIVERS; FOURTH, TO CONDUCT TRAINING INSTITUTES FOR SCHOOL BUS DRIVERS AND ASSIST LOCAL SCHOOL BOARDS IN DEVELOPING INSTRUCTIONAL PROGRAMS; FIFTH, TO PROVIDE TRAINING FOR TRANSPORTED PUPILS ON SAFE PRACTICES WHEN BOARDING OR LEAVING SCHOOL BUSES, HAZARDS INVOLVED IN TRANSIT, AND PROPER CONDUCT WHILE ENROUTE; TO PROMOTE THE ENACTMENT OF LEGISLATION REGULATING TRAFFIC WHEN PASSING SCHOOL BUSES; TO ENCOURAGE INSTITUTIONS OF HIGHER LEARNING TO INCLUDE COURSES OF INSTRUCTION ON PUPIL TRANSPORTATION IN THE FIELD OF SCHOOL ADMINISTRATION; EIGHTH, TO ENCOURAGE THE ORGANIZATION OF SCHOOL BUS PATROLS; AND NINTH, TO COOPERATE WITH OTHER OFFICIAL AGENCIES, SUCH AS THE MOTOR VEHICLE DEPARTMENT AND THE PENNSYLVANIA STATE POLICE IN THE ENFORCEMENT OF SCHOOL TRANSPORTATION STANDARDS.

DOCTOR HAAS:

I AM PARTICULARLY THANKFUL THIS MORNING THAT MR. STANLEY W. CALKINS, PRESIDENT OF THE PENNSYLVANIA NEWSPAPER PUBLISHERS ASSOCIATION HAS BEEN WILLING TO COME TO US TODAY. I WOULD SAY, AS I LOOK AROUND, THAT PROBABLY SEVENTY PERCENT OF THE MEN AND WOMEN IN THIS ROOM HAVE SOME ADMINISTRATIVE OR SUPERVISORY RESPONSIBILITY IN OUR SCHOOLS. MOST OF THESE MEN AND WOMEN KNOW THE SERVICE THAT THE NEWSPAPERS OF THE STATE GAVE THEM IN CERTAIN ASPECTS OF OUR WAR EFFORTS; OUR BOND AND STAMP DRIVES, OUR SALVAGE DRIVES, OUR CAN DRIVES AND ALL OF THOSE THINGS.

I HAVE NEVER HAD AN OPPORTUNITY TO SAY TO AN OFFICIAL OF THE ASSOCIATION THAT WE APPRECIATE THAT AND WE KNOW WHAT IT MEANS AND WE KNOW THAT YOU ARE INTERESTED AND WILLING TO HELP IN THIS MOVEMENT THAT WE ARE IMPLEMENTING NOW.

MR. CALKINS:

DOCTOR HAAS, LADIES AND GENTLEMEN, WE APPRECIATE THAT BELATED KIND WORD WHICH YOU HAVE GIVEN US. FROM THE PREVIOUS MEETING, IT IS CLEAR THAT A LARGE PART OF THE RESPONSIBILITY FOR CARRYING ON THE PROGRAM THAT IS ADOPTED RESTS WITH YOU PEOPLE HERE, AND FROM THIS MEETING IT IS CLEAR THAT YOU WILL BE SEEKING PUBLICITY FROM THE NEWSPAPERS AND OTHER SOURCES. WE HAVE ANTICIPATED THIS, AND EXPECT TO USE BETWEEN SEPTEMBER 16 AND DECEMBER 31 A MINIMUM OF FIVE THOUSAND DOLLARS WORTH OF SPACE. WE HAVE DESIGNATED SOMEONE IN EACH NEWSPAPER TO HANDLE THIS PUBLICITY. SOME OF THAT PUBLICITY YOU WILL WANT TO ADOPT FOR YOUR PARTICULAR COMMUNITY. WE DO NOT WANT YOU TO FEEL AFRAID OR BACKWARD ABOUT ASKING FOR PUBLICITY IN THIS CONNECTION. WE ARE WHOLEHEARTEDLY INTERESTED IN IT OURSELVES, AND YOU WILL BE DOING US JUST AS MUCH A FAVOR AS WE WILL BE DOING YOU.

TO STIMULATE THE EFFORTS OF OUR WRITERS AND EDITORS, WE ARE OFFERING AWARDS TO BOTH DAILY AND WEEKLY NEWSPAPERS, WHETHER OR NOT THEY ARE MEMBERS OF P.N.P.A. WE BELIEVE THAT THE ENTIRE COUNTRY WILL HAVE A SYMPATHETIC FEELING TOWARD THE EFFORTS THAT YOU ARE MAKING. I KNOW THAT FROM THE TIME I ATTENDED THE MEETING IN WASHINGTON THIS SPRING WHEN CLAIRE BOOTH LUCE RELATED THE TRAFFIC ACCIDENTS IN HER OWN FAMILY, I HAVE FELT MORE KEENLY ON THIS SUBJECT THAN BEFORE, AND WE ARE GLAD TO BE COUNTED ON FOR ANY HELP THAT WE MAY GIVE YOU OR ANY ORGANIZATIONS WORKING WITH YOU.

RECOMMENDATIONS OF EDUCATION COMMITTEE

THE EDUCATION COMMITTEE OF THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE RECOMMENDS THAT HIGHWAY SAFETY PROGRAMS BE CONDUCTED IN ALL SCHOOLS OF THE COMMONWEALTH TO PROVIDE TRAINING AND GUIDANCE IN ACCIDENT PREVENTION FOR CITIZENS AT ALL AGE LEVELS, IN ORDER THAT THEY MAY ACCEPT RESPONSIBILITY FOR PERSONAL SAFETY AND FOR THE SAFETY OF THEIR FELLOW CITIZENS IN THIS AGE OF INCREASING MOTOR TRANSPORTATION.

SPECIFIC RECOMMENDATIONS:

A - IN ELEMENTARY SCHOOLS:

- 1 - PROVIDE A SAFE SCHOOL ENVIRONMENT
- 2 - INAUGURATE PROGRAMS AND CONTINUE SAFETY PROGRAMS ALREADY IN PROGRESS EMPHASIZING SUCH TRAFFIC PROBLEMS AS PEDESTRIAN SAFETY, AND BICYCLE SAFETY.
- 3 - EXTEND ORGANIZATION OF SAFETY PATROLS AND ENCOURAGE OTHER SAFETY ACTIVITIES AMONG PUPILS.

B - IN SECONDARY EDUCATION:

- 1 - PROVIDE DRIVER EDUCATION AND TRAINING FOR THE STUDENTS APPROACHING LEGAL DRIVING AGE IN SCHOOLS WHERE SUCH PROGRAMS DO NOT ALREADY EXIST.
- 2 - SURVEY THE ADEQUACY OF EXISTING SAFETY INSTRUCTION AND DETERMINE MEANS OF IMPROVEMENT.
- 3 - UTILIZE STUDENT EXTRA-CURRICULAR ACTIVITIES AND STUDENT ORGANIZATIONS IN HELPING TO SUPPORT SUCH A PROGRAM.
- 4 - MAKE THE DRIVERS EDUCATION COURSE NOT ONLY SUFFICIENTLY COMPREHENSIVE TO COVER THE REQUIREMENTS NECESSARY TO PASS ANY STATE DRIVERS EXAMINATION, BUT ALSO AID IN ESTABLISHING AND DEVELOPING IN YOUNG DRIVERS A FUND OF KNOWLEDGE, AND THE PROPER ATTITUDES, SKILLS AND ABILITIES NECESSARY FOR SAFETY IN DRIVING UNDER ALL CIRCUMSTANCES.

C - IN TEACHER EDUCATION:

- 1 - OFFER COLLEGE COURSES IN TRAFFIC SAFETY EDUCATION TO BOTH ELEMENTARY AND SECONDARY SCHOOL TEACHERS IN TRAINING AND COURSES IN DRIVER EDUCATION TO SECONDARY SCHOOL TEACHERS IN TRAINING.
- 2 - PROVIDE EXTENSION COURSES, WORKSHOPS, CONFERENCES, AND OTHER AIDS TO TEACHERS IN SERVICE.
- 3 - OFFER OPPORTUNITIES FOR ADVANCED STUDY AND RESEARCH IN TRAFFIC EDUCATION.
- 4 - ENCOURAGE INSTITUTIONS OF HIGHER LEARNING TO INCLUDE INSTRUCTION ON PUPIL SAFETY AND TRANSPORTATION PROBLEMS IN SCHOOL ADMINISTRATION COURSES. THESE COURSES SHOULD COVER RESPONSIBILITIES IN STATE AND LOCAL ADMINISTRATION.
- 5 - INCLUDE SAFETY EDUCATION IN CERTIFICATION REQUIREMENTS FOR ALL PENNSYLVANIA TEACHERS AT ELEMENTARY AND SECONDARY LEVELS.

D - IN PUPIL TRANSPORTATION:

- 1 - ESTABLISH TRAINING AND PROMOTE PROGRAMS FOR SCHOOL BUS DRIVERS AND MAINTENANCE PERSONNEL THROUGH COOPERATION OF THE COUNTY SUPERINTENDENT'S OFFICE.
- 2 - REPLACE ALL SUBSTANDARD SCHOOL BUSES OPERATING ON WAIVERS AS SOON AS STANDARD EQUIPMENT BECOMES AVAILABLE.
- 3 - ORGANIZE SCHOOL BUS PATROLS.

E - PUBLIC INFORMATION

- 1 - THE CONFERENCE RECOMMENDS THAT CONTINUING EFFORTS BE MADE BY ALL CONCERNED IN HIGHWAY SAFETY EDUCATION TO COORDINATE AND SUPPORT IN THE COMMUNITY AND STATE A PUBLIC INFORMATION PROGRAM WHICH WILL INFORM THE PUBLIC FULLY ON FIRST, WHERE, HOW, WHY, AND WHEN TRAFFIC ACCIDENTS OCCUR; AND SECOND, THE SOCIAL AND ECONOMIC EFFECTS OF HIGHWAY ACCIDENTS.
- 2 - THE CONFERENCE FURTHER RECOMMENDS THAT THE PUBLIC INFORMATION PROGRAM BE CARRIED TO THE COMMUNITY AND ITS PEOPLE BY MEANS OF THE NEWSPAPERS, RADIO, MOTION PICTURES, MAGAZINES, CHURCHES, AND BY OUTDOOR ADVERTISING, GRAPHS, POSTERS, AND OTHER DISPLAY MEDIA.

GENERAL RECOMMENDATIONS

- A - DUE TO THE INCREASING GRAVITY OF THE ACCIDENT PROBLEM, THE CONFERENCE RECOMMENDS TO LOCAL SCHOOL DISTRICTS AND COMMUNITIES THE EMPLOYMENT OF A FULL-TIME SAFETY DIRECTOR WHOSE RESPONSIBILITY WOULD BE TO PLAN AND ORGANIZE SAFETY PROGRAMS FOR THE SCHOOLS AND TO COORDINATE SUCH ACTIVITIES WITH THE COMMUNITY'S SAFETY PROGRAM.
- B - THE CONFERENCE RECOMMENDS THAT THE SCHOOLS AND THE COMMUNITIES CO-OPERATE TO THE FULLEST POSSIBLE EXTENT WITH THE STATE DIRECTOR OF HIGHWAY SAFETY EDUCATION OF THE DEPARTMENT OF PUBLIC INSTRUCTION.
- C - THE CONFERENCE RECOMMENDS THAT IN THE FIELD OF ADULT EDUCATION, OPPORTUNITIES FOR SPECIFIC TRAINING IN THE USE OF THE AUBOMOBILE BE GIVEN TO THOSE ADULTS WHO HAVE BEEN ILL, AWAY FROM THE USE OF AN AUTOMOBILE, OR WHO FOR SOME OTHER REASON DESIRE SUCH TRAINING.

ENGINEERING COMMITTEE

House Caucus Room

RAY F. SMOCK, Secretary of Highways

Chairman

OPENING REMARKS BY CHAIRMAN SMOCK

ADDRESS BY THOMAS C. FRAME, CHIEF ENGINEER, DEPARTMENT OF HIGHWAYS

ADDRESS BY H. G. VAN RIPER, PLANNING AND TRAFFIC ENGINEER,
DEPARTMENT OF HIGHWAYS

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RAY F. SMOCK:

IT IS A DISTINCT HONOR AND PRIVILEGE TO WELCOME SO MANY PENNSYLVANIANS WHO ARE INTERESTED SO VITALLY IN REDUCING THE ACCIDENT AND DEATH TOLL ON OUR HIGHWAYS.

THE PRESENT ADMINISTRATION, FROM GOVERNOR MARTIN TO THE LOWEST RATED EMPLOYEE IN OUR SERVICE, ARE COGNIZANT OF THE INCREASINGLY BAD TRAFFIC ACCIDENT RECORD AND STAND PLEDGED TO EXERT EVERY EFFORT TO AID IN THE SOLUTION OF THE PROBLEM.

AS HIGHWAY ADMINISTRATORS AND ENGINEERS, WE MUST RECOGNIZE EVERY PHASE OF THE ENGINEERING FIELD INVOLVED, NAMELY, THE MECHANICAL AND ELECTRICAL ENGINEERS WHO DESIGN AND MANUFACTURE THE CARS AND TRUCKS, THE CIVIL ENGINEERS, WHO DESIGN AND CONSTRUCT OUR ROADS, HIGHWAYS AND BRIDGES AND THE TRAFFIC ENGINEERS, WHO FURNISH US THE FACTS TO DETERMINE NOT ONLY WHERE AND HOW THE ROADS SHOULD BE CONSTRUCTED TO MEET THE PRESENT AND POTENTIAL REQUIREMENTS, BUT ALSO THE STEPS WHICH MUST BE TAKEN TO RELIEVE THE TRAFFIC BOTTLENECKS, CONTROL THE TRAFFIC MOVEMENT, AND REDUCE THE ACCIDENT HAZARDS.

THE RECORDS OF OUR PLANNING AND TRAFFIC SURVEYS HAVE BEEN OF THE UTMOST IMPORTANCE IN CHARTING OUR COURSE AND NEW METHODS OF SECURING AND ANALYZING DATA WILL BE OF INESTIMABLE VALUE IN CONSTRUCTING THE HIGHWAYS AND CONTROLLING THE TRAFFIC OF THE FUTURE TO INSURE THE MINIMUM OF ACCIDENTS ON OUR HIGHWAYS AND STREETS.

THERE IS ALSO THE PROBLEM OF HUMAN ENGINEERING. EACH OPERATOR OF A MOTOR VEHICLE OR PEDESTRIAN IS A SEPARATE OPERATING UNIT. HE OR SHE CAN AND MUST BE INFORMED AS TO HOW EACH INDIVIDUAL USER OF THE HIGHWAY FITS INTO THE GENERAL SCHEME OF OPERATION.

EACH MUST BE TAUGHT THAT AN ACCIDENT TO EQUIPMENT OR TO PERSON IS MOST COSTLY, NOT ONLY IN DOLLARS AND CENTS, BUT IN PAIN AND SUFFERING. I HAVE NEVER MET A PERSON WHO ENJOYED BEING INJURED, AND THE MOST UNPLEASANT DUTY IN THE ENTIRE WORLD IS TO CALL AT A HOME TO ADVISE THE WIFE OR MOTHER THAT A MEMBER OF THE HOUSEHOLD HAS BEEN KILLED OR INJURED IN AN ACCIDENT.

EVERYONE ATTENDING THIS CONVENTION MUST BECOME AN EVANGELIST OF SAFETY AND BE THE LEADER IN YOUR LOCAL COMMUNITY TO TEACH BY PERCEPT AND EXAMPLE THE WISDOM OF AVOIDING ACCIDENTS AND TO INCUCCATE INTO THE MINDS OF EVERY USER OF THE HIGHWAY THAT EACH MORNING THEY WILL GO FORTH WITH A FIRM RESOLVE TO AVOID ANY ACCIDENTS TODAY.

LET US FORGET THE FUTURE BECAUSE IF WE OPERATE OUR CARS AND CONTROL OUR PERSONAL ACTIONS TODAY, WE NEVER NEED WORRY ABOUT TOMORROW.

THERE WILL ALWAYS BE A WIDE DIVERGENCE IN THE STANDARDS OF CONSTRUCTION ON OUR HEAVILY TRAVELLED MAIN HIGHWAYS AND OUR LIGHTLY TRAVELLED LOCAL ROADS IN STRICTLY RURAL AREAS. OPERATORS OF MOTOR VEHICLES MUST GOVERN THEMSELVES ACCORDINGLY, ESPECIALLY AS TO SPEED OF OPERATION, IF ACCIDENTS ARE TO BE AVOIDED. PEDESTRIANS ON ALL HIGHWAYS WHERE SIDEWALKS ARE NOT PROVIDED MUST BE ON THE ALERT TO OBSERVE APPROACHING VEHICLES.

THE SUCCESS OF ALL SAFETY CAMPAIGNS DEPENDS PRIMARILY ON THE WILLINGNESS OF THE INDIVIDUAL TO COMPLY WITH NECESSARY RULES AND REGULATIONS AND TO HAVE DUE REGARD FOR THE RIGHTS AND PRIVILEGES OF OTHERS UTILIZING THE HIGHWAY FACILITIES. WHEN VOLUNTARY COMPLIANCE IS NOT OPERATIVE, STRICT ENFORCEMENT IS THE ONLY METHOD OF REDUCING THE ACCIDENT AND DEATH TOLL ON OUR HIGHWAYS. THIS APPLIES MOST SPECIFICALLY TO CONTROL OF SPEED IN THE OPERATION OF THE MOTOR VEHICLE.

THERE WILL BE A FEW SHORT PREPARED ADDRESSES PRESENTED, BUT IT MUST BE UNDERSTOOD DEFINITELY THAT THIS IS YOUR MEETING. WE WANT YOUR SUGGESTIONS ON HOW TO IMPROVE CONDITIONS.

WILL EACH INDIVIDUAL IN OFFERING CONSTRUCTIVE SUGGESTIONS OR CRITICISMS PREFACE HIS REMARKS BY STATING HIS NAME, ADDRESS AND COMPANY OR GROUP WHOM HE OR SHE REPRESENTS. YOUR SUGGESTIONS WILL BE SCREENED AND INCORPORATED INTO A REPORT WHICH WILL BE PRESENTED TO THE CONFERENCE. THE FINAL CONCLUSIONS WILL BE DISTRIBUTED THROUGHOUT THE STATE FOR FUTURE GUIDANCE IN CARRYING FORWARD THE GREAT WORK WHICH IS HAVING ITS INCEPTION TODAY.

T. C. FRAME
CHIEF ENGINEER

THIS BRINGING TOGETHER FROM ALL OVER THE COMMONWEALTH OF THOSE PERSONS WHO ARE OR SHOULD BE VITALLY INTERESTED IN GREATER SAFETY ON THE STREETS AND HIGHWAYS OF THE COMMONWEALTH HAS BEEN OCCASIONED BY REASON OF THE ALARMING INCREASE IN THE NUMBER OF TRAFFIC ACCIDENTS, PARTICULARLY SINCE THE TERMINATION OF HOSTILITIES AND THE RETURN OF OUR YOUNG MEN FROM THE SERVICE.

GOVERNOR MARTIN HAS DECIDED THAT THE TIME HAS COME WHEN SOMETHING SHOULD BE DONE ABOUT IT. IT IS NOT TO BE EXPECTED THAT A COMPLETE SOLUTION OF THE PROBLEM WILL COME OUT OF THIS MEETING BUT RATHER THAT THIS SHALL BE THE OPENING GUN IN A CONTINUING SAFETY DRIVE AND THAT THE INTEREST OF THOSE IN ATTENDANCE HERE TODAY MAY BE DIRECTED TOWARDS SAFETY, THAT THEY BECOME MORE SAFETY-MINDED AND THAT THIS GROUP WILL BECOME THE MISSIONARIES IN THIS UNDERTAKING OF SAVING LIFE AND SUFFERING AND LOSS OF PROPERTY UPON OUR THOROUGHFARES.

I MIGHT STATE THAT SOMETHING IS BEING DONE ABOUT IT INSOFAR AS HIGHWAY ENGINEERING IS CONCERNED, PERHAPS NOT FAST ENOUGH OR PERHAPS THE ENFORCEMENT HAS NOT BEEN SUFFICIENTLY RIGID OR OUR TRAFFIC WARNINGS MAY NOT HAVE BEEN SUFFICIENTLY IMPRESSIVE OR THERE MAY HAVE BEEN SOME LACK IN EDUCATION WITH RESPECT TO THE OPERATION BOTH OF MOTOR VEHICLES AND OF PEDESTRIANS. I AM INFORMED THAT ONLY

ABOUT FIVE PER CENT OF THE AUTOMOBILE ACCIDENTS ON THE HIGHWAYS ARE ATTRIBUTABLE TO ENGINEERING DEFICIENCIES.

INsofar AS THE HIGHWAY DEPARTMENT IS CONCERNED, WE HAVE KEPT PACE WITH THE MOST MODERN TRENDS IN DESIGN OCCASIONED BY THE INCREASING DEMANDS OF TRAFFIC. WE HAVE FOR THE PAST TEN YEARS CONDUCTED TRAFFIC AND PLANNING BUREAUS WHICH HAVE ACCUMULATED DATA FROM WHICH THE ANTICIPATED USE OF ALL HIGHWAYS CAN BE DETERMINED AND WHICH IN TURN, HAVE GOVERNED DESIGN. WE HAVE ADOPTED THE RECOMMENDATIONS OF THE NATIONAL COMMITTEE OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS WITH RESPECT TO OUR MARKINGS AND INFORMATIONAL SIGNS AND LIGHTS. WE HAVE ENDEAVORED, THROUGH BULLETINS AND REGULATIONS, TO PASS ON THIS INFORMATION TO LOCAL MUNICIPALITIES.

IN SPITE OF THE DEVELOPMENT OF SAFETY ENGINEERING IN MODERN DESIGN, WITH WIDER TRAFFIC LANES, ADEQUATE SIGHT DISTANCES IN BOTH VERTICAL AND HORIZONTAL CURVATURE, MULTIPLE TRAFFIC LANES WITH DIVIDED AND ILLUMINATED DIVISOR STRIPS, STANDBY LANES AND CHANNELIZATION AT INTERSECTIONS, GRADE SEPARATIONS AT BOTH RAILROAD AND HIGHWAY INTERSECTIONS, ILLUMINATED WARNING SIGNS, ETC., THERE CONTINUE TO BE APPARENTLY NEEDLESS AND NUMEROUS TRAFFIC ACCIDENTS. IT IS APPARENT, THEREFORE, THAT OUR OPERATORS OF VEHICLES ARE NOT SAFETY-MINDED AND THAT ANY SAFETY CAMPAIGN MUST INCLUDE EDUCATION OF OUR PUBLIC.

IT WAS ONLY A FEW YEARS BACK THAT INDUSTRIAL PLANTS EXPECTED A HIGH PERCENTAGE OF ACCIDENTS AMONG THEIR EMPLOYEES. TODAY, SHOPS BOAST OF NO LOST TIME ACCIDENTS OVER LONG PERIODS OF TIME. WE HAVE REDUCED OUR ACCIDENT RATES TO A MINIMUM AMONG OUR MAINTENANCE EMPLOYEES AND OUR GARAGE AND SHOP PEOPLE. THIS HAS BEEN BROUGHT ABOUT SIMPLY BY CONTINUOUS AND INTENSIVE DISCUSSIONS, REGULATIONS, ILLUSTRATIONS, AND THE USE OF SAFETY DEVICES AROUND MACHINES AND EQUIPMENT. MEN DO NOT WANT TO BE KILLED OR MAIMED.

THE REDUCTION IN INDUSTRIAL ACCIDENTS HAS BEEN REMARKABLE AND GRATIFYING. INDUSTRY HAS PRACTICALLY SOLVED ITS SAFETY PROBLEMS AND IT WOULD SEEM THAT IF BOTH THE HIGHWAY USERS AND THOSE RESPONSIBLE FOR THE CONSTRUCTION AND OPERATION OF THE STREETS AND HIGHWAYS WILL ONLY ADOPT THE PROVED METHODS AS DEVELOPED BY INDUSTRIAL SAFETY ENGINEERS WE MUST MOST CERTAINLY AT LEAST SHOW A VERY MATERIAL REDUCTION IN HIGHWAY ACCIDENTS. A TWELVE HOUR POLL OF SEVEN OF OUR LARGEST CITIES MADE BY A RADIO NETWORK SHOWED 139 ACCIDENTS AND 86 PERSONS SERIOUSLY INJURED. MORE THAN ONE-HALF OF THE TRAFFIC ACCIDENTS IN PENNSYLVANIA ARE URBAN SO THAT A GREAT MEASURE OF THE RESPONSIBILITY FOR ACCIDENT PREVENTION RESTS UPON LOCAL OFFICIALS. I QUOTE FROM MAJOR GENERAL PHILIP B. FLEMING, FEDERAL WORKS ADMINISTRATOR:

"WE SPEND LIBERALLY FOR AMBULANCES IN WHICH TO HAUL AWAY THE VICTIMS, WE BUILD AND MAINTAIN EXPENSIVE HOSPITALS FOR THE CARE OF THE INJURED, AND YET FEW STATES OR CITIES HAVE A BUREAU SOLELY CONCERNED WITH MATTERS OF PROMOTING THE SAFE USE OF OUR STREETS AND HIGHWAYS. * * *"

"ENGINEERING OFFERS GREAT HOPE FOR THE FUTURE," GENERAL FLEMING DECLARED, "AND IT CAN BUILD FACTORS OF SAFETY INTO OUR ROADS, BUT THE CITY STILL CONSTITUTES OUR GREATEST TRAFFIC BOTTLENECK AND PRESENTS THE GREATEST HAZARDS TO LIFE."

YOU HAVE BEEN INVITED HERE TODAY FOR THE PURPOSE OF ORGANIZING IN THE INTEREST OF GREATER SAFETY ON THE STREETS AND ROADS OF THE COMMONWEALTH AND I SINCERELY HOPE THAT AT LEAST A REAL INTEREST IN THIS SUBJECT CAN BE AROUSED OVER PENNSYLVANIA AS A RESULT OF YOUR HAVING BEEN HERE TODAY.

H. G. VAN RIPER
PLANNING AND TRAFFIC ENGINEER

THE PRINCIPAL ACTIVITIES OF THE HIGHWAY PLANNING AND TRAFFIC DIVISION OF THE PENNSYLVANIA DEPARTMENT OF HIGHWAYS ARE DIRECTED TOWARD BUILDING SAFETY INTO NEW HIGHWAYS, AND THE REDUCTION OF ACCIDENTS IN EXISTING ROADWAY FACILITIES.

THESE OBJECTIVES ARE OBTAINED THROUGH FUNCTIONS OF THE DIVISION DEALING WITH MECHANICAL CONTROL, GEOMETRIC DESIGN, PLANNING AND TRAFFIC SURVEYS.

THE DEPARTMENT OF HIGHWAYS, IN COOPERATION WITH THE FEDERAL GOVERNMENT AND THE CITY, IS CONDUCTING IN THE HARRISBURG METROPOLITAN AREA ONE OF THE MOST COMPLETE AND COMPREHENSIVE TRAFFIC SURVEYS EVER ATTEMPTED IN PENNSYLVANIA. THE NEAREST APPROACH TO IT WAS AN ORIGIN AND DESTINATION SURVEY MADE LAST SEPTEMBER BY THE DEPARTMENT IN THE DOWNTOWN BUSINESS SECTION OF PITTSBURGH. THERE THE CARD METHOD WAS USED. MOTORISTS WERE STOPPED ON THE STREET AND HANDED A POSTAL CARD LISTING CERTAIN QUESTIONS ON ORIGIN, DESTINATION AND PURPOSE OF TRIP. THE MOTORIST WAS REQUESTED TO FILL OUT THE CARD AND RETURN IT TO THE DEPARTMENT BY MAIL. WE GOT A 36% RETURN, REPRESENTING ABOUT 32,000 CARDS. THIS WAS CONSIDERED VERY SATISFACTORY RETURN FOR THIS TYPE OF SURVEY.

THE HARRISBURG SURVEY IS DIFFERENT. IT EMPLOYS A NEW TECHNIQUE DEVELOPED BY THE PUBLIC ROADS ADMINISTRATION IN COOPERATION WITH THE U. S. BUREAU OF THE CENSUS. IT COMPRISES THREE PHASES - AN EXTERNAL SURVEY, AN INTERNAL SURVEY, AND A PARKING SURVEY. THE EXTERNAL SURVEY INVOLVES INTERVIEWING THE MOTORIST ON THE PRINCIPAL ROADS ENTERING THE SURVEY AREA TO FIND OUT WHERE HE CAME FROM, WHERE HE IS GOING, AND THE PURPOSE OF HIS TRIP. THE INTERNAL SURVEY EMPLOYS THE HOME INTERVIEW METHOD, MAKING THE INTERVIEW AT THE HOME INSTEAD OF ON THE STREET. THE PARKING SURVEY IS RESTRICTED TO THE DOWNTOWN BUSINESS SECTION OF HARRISBURG, AND INVOLVES AN INVENTORY OF ALL PARKING FACILITIES. IN ADDITION, ALL MOTORISTS PARKING AT THESE FACILITIES ARE INTERVIEWED TO GET THE ORIGIN, DESTINATION AND PURPOSE OF THEIR TRIPS.

THE THREE MAJOR ELEMENTS OF MECHANICAL CONTROL ARE SIGNS, MARKINGS, AND SIGNALS. IT IS THE FUNCTION OF THE HIGHWAY PLANNING AND TRAFFIC DIVISION TO ESTABLISH THE NECESSITY FOR THESE MECHANICAL DEVICES, AND TO DETERMINE THE PROPER TYPE.

SIGNS, SIGNALS AND MARKINGS ARE EMPLOYED BY THE DEPARTMENT OF HIGHWAYS THROUGHOUT THE ENTIRE SYSTEM OF 40,500 MILES OF STATE HIGHWAYS TO PROVIDE A TRANSPORTATION SYSTEM WHICH PERMITS SAFE AND EXPEDITIOUS TRAVEL. MODERN HIGH-SPEED TRAFFIC PLACES A VERY GREAT PREMIUM UPON THE LEGIBILITY, ATTRACTING POWER AND UNDERSTANDABILITY OF SIGNS, SIGNALS AND MARKINGS.

TRAFFIC LINE MARKING IS BEING USED BY THE DEPARTMENT EFFECTIVELY IN THE REDUCTION OF HIGHWAY ACCIDENTS. NO PASSING ZONES ARE MARKED ON SECTIONS WHERE THE SIGHT DISTANCE IS TOO SHORT TO PERMIT SAFE PASSING. A NEW STANDARD OF CENTER

LINE MARKING HAS RECENTLY BEEN PUT INTO EFFECT. THIS STANDARD EMPLOYS A COMBINATION OF A SOLID AND A BROKEN LINE, WHICH PERMITS MOTORISTS TO PASS WHEN THE BROKEN LINE IS ON THEIR SIDE.

ANOTHER FUNCTION OF THE HIGHWAY PLANNING AND TRAFFIC DIVISION IS TO WORK WITH LOCAL OFFICIALS ON TRAFFIC PROBLEMS EFFECTING STATE HIGHWAY ROUTES. THESE PROBLEMS DEAL WITH THE REVAMPING OF EXISTING SIGNAL SYSTEMS, THE INSTALLATION OF NEW SIGNALS, CORRECTING EXISTING BOTTLENECKS, HAZARDOUS INTERSECTION AND OTHER HIGH FREQUENCY ACCIDENT LOCATIONS.

A NOTEWORTHY EXAMPLE OF THIS COOPERATION WITH LOCAL OFFICIALS WAS THE SAFETY PLAN RECENTLY ADOPTED TO IMPROVE TRAFFIC CONDITIONS ON THE LINCOLN HIGHWAY BETWEEN PAOLI AND PHILADELPHIA. PARKING ON BOTH SIDES OF THE HIGHWAY IN THE CONGESTED AREAS REDUCED A FOUR-LANE FACILITY TO A TWO-LANE HIGHWAY, SUBJECTED TRAFFIC TO FREQUENT STOPS AND DELAYS, AND, IN GENERAL, CREATED HAZARDOUS TRAFFIC CONDITIONS. THIS PROBLEM HAD BEEN ACUTE FOR A NUMBER OF YEARS, BUT WITH THE END OF GASOLINE RATIONING AND OTHER GOVERNMENTAL TRAVEL RESTRICTIONS THE VOLUME OF TRAFFIC INCREASED APPROXIMATELY TO PRE-WAR LEVELS, MAKING THE CONDITIONS ON THIS HIGHWAY CRITICAL.

THE SOLUTION, AS THE DEPARTMENT OF HIGHWAYS SAW IT, WAS TO PROHIBIT PARKING ALONG ONE SIDE OF THE HIGHWAY, AND THIS WAS DONE. AS A RESULT, THE CAPACITY OF THE ROADWAY WAS INCREASED FROM A TWO TO A THREE-LANE HIGHWAY. THE HAZARDS FROM PARKED VEHICLES WERE ELIMINATED ON ONE SIDE OF THE HIGHWAY, AND THE FLOW OF TRAFFIC GREATLY IMPROVED.

BEFORE THE PLAN WAS PUT INTO EFFECT THERE WAS OPPOSITION FROM SOME OF THE MERCHANTS, WHO FEARED THE PARKING RESTRICTION WOULD RESULT IN LOSS OF BUSINESS. THE RESULTS HAVE BEEN SO SATISFACTORY THAT THESE SELFSAME MERCHANTS ARE NOW FAVORABLE TO THE NO PARKING RESTRICTION, AND FURTHERMORE, MANY REQUESTS HAVE COME IN FROM OTHER COMMUNITIES REQUESTING THE DEPARTMENT TO ESTABLISH THE SAME PLAN IN THEIR COMMUNITIES.

ANOTHER EXAMPLE OF THE DEPARTMENT'S COOPERATION IN THE SOLUTION OF LOCAL TRAFFIC PROBLEMS WAS THE ONE IN THE CITY OF YORK. THE PROBLEM WAS TO DEVELOP A MORE EFFICIENT AND SAFER PLAN FOR THE MOVEMENT OF TRAFFIC THROUGH CONTINENTAL SQUARE, WHERE U. S. TRAFFIC ROUTES 30 AND 111 INTERSECT. ORIGINALLY A TRAFFIC CIRCLE MARKED BY LIGHT STANDARDS WAS LOCATED IN THE CENTER OF THE SQUARE WHERE THE LOADING AND UNLOADING OF BUSES TOOK PLACE. WITH THE CHANGE OF SIGNALS TO RED, ALL VEHICULAR TRAFFIC CAME TO A STANDSTILL, AND THIS WAS FOLLOWED IMMEDIATELY BY THE MASS MOVEMENT OF PEDESTRIANS CROSSING THE SQUARE. THE CROSS-WALKS WERE GENERALLY BLOCKED BY STANDING VEHICLES, AND THE PEDESTRIANS WERE FORCED TO WEAVE IN AND OUT THROUGH THE CARS AND TRUCKS. FIFTY PER CENT OF THE TIME WAS LOST TO TRAFFIC MOVING THROUGH THE SQUARE DUE TO THE 50/50 SPLIT IN SIGNAL TIMING BETWEEN VEHICLES AND PEDESTRIANS. IN ADDITION, THE CONGESTION CAUSED DELAY AND ACCIDENTS.

THE PLAN ADVANCED BY THE DEPARTMENT AND ADOPTED BY THE CITY ELIMINATED THE TRAFFIC CIRCLE, MOVED THE BUS PLATFORMS INTO THE QUADRANTS, PERMITTED STRAIGHT-THROUGH TRAFFIC, AND PROHIBITED LEFT TURNS. THE ROADWAY CAPACITY OF THE SQUARE WAS MATERIALLY INCREASED THROUGH REVAMPING OF THE SIGNAL SYSTEM, WHICH PERMITTED TRAFFIC TO MOVE THROUGH THE SQUARE CONTINUOUSLY. IN ADDITION, PEDESTRIAN TRAFFIC WAS SAFEGUARDED, AND THE NUMBER OF POTENTIAL CONFLICTING MOVEMENTS WAS SUBSTANTIALLY REDUCED.

ACCIDENTS ARE AN INDICATION THAT SOMETHING IS WRONG. THEY HAVE VERY DEFINITE CAUSES, AND IT IS THE AIM OF THE HIGHWAY PLANNING AND TRAFFIC ENGINEERING DIVISION OF THE DEPARTMENT OF HIGHWAYS TO DETERMINE THESE CAUSES AND THEN TO DEVELOP SUCCESSFUL SAFETY PLANS TO REDUCE ACCIDENTS.

RESOLUTIONS:

FOREWORD: ENGINEERING IN HIGHWAY SAFETY IS THE LEAST UNDERSTOOD OF THE THREE "E'S", ENGINEERING, EDUCATION AND ENFORCEMENT. YET ITS IMPORTANCE IN THE SCHEME OF THINGS MUST NOT BE OVERLOOKED. SAFE, SANE AND EFFICIENT ENGINEERING DESIGN INCLUDES NOT ONLY THE ROADWAY AND ITS APPURTENANCES BUT ALSO THE MODERN DEVELOPMENTS IN SAFE VEHICLES, INCLUDING BRAKES, SAFETY GLASS, THE HEADLIGHTS, THE TIRES AND OTHER ESSENTIAL PARTS OF MODERN AUTOMOTIVE EQUIPMENT.

NOR DOES ENGINEERING CEASE THERE. RESTRICTIONS ON VEHICLES, AFFECTING THEIR SIZE AND WEIGHT, TRAFFIC CONTROL DEVICES AND EVEN REGULATIONS AFFECTING THE MOVEMENT OF TRAFFIC ARE ALL PARTS OF AN ORDERLY SCHEME TO BRING ABOUT SAFE MOVEMENT OF TRAFFIC.

NOR SHOULD IT BE SUPPOSED THAT THE STATE ALONE CAN CONTROL THE LAST NAMED DIVISION OF THE SCOPE OF HIGHWAY SAFETY ENGINEERING. COMMUNITIES WHICH HAVE TRAFFIC PROBLEMS MUST INSIST ON LOCAL LEGISLATION DESIGNED TO PROVIDE SAFE AND ORDERLY MOVEMENT AND PARKING OF VEHICLES. THE ESTABLISHMENT OF ONE-WAY STREETS, NO PARKING AREAS, THE USE OF MODERN STREET AND HIGHWAY LIGHTING ARE BUT FEW OF THE LOCAL MATTERS WHICH DETERMINE WHETHER OR NOT A COMMUNITY IS TO HAVE A GOOD OR BAD ACCIDENT RECORD. IT IS ESSENTIAL THAT INTELLIGENT AND COMPREHENSIVE STUDY BE GIVEN TO ALL MATTERS OF A NATURE LIKELY TO PLAY A PART IN KEEPING A COMMUNITY SAFE.

RECOMMENDATIONS:

1. ADMINISTRATORS AND LEGISLATORS SHOULD BE KEPT ADVISED OF DEVELOPMENTS IN HIGHWAY SAFETY ENGINEERING AS THEY OCCUR. ENGINEERING IDEALS OF THE HIGHEST DEGREE ARE OF LITTLE VALUE WITHOUT SUFFICIENT FUNDS AND PERSONNEL TO CONVERT THEM INTO SAFE HIGHWAYS.
2. EDUCATION OF THE PUBLIC, MOTORIST AND PEDESTRIAN ALIKE, MUST GO HAND IN HAND WITH SAFE AND SANE ENFORCEMENT POLICIES AND COMPETENT FORWARD LOOKING HIGHWAY ENGINEERING. IN THE LAST ANALYSIS, GOOD ROADS AND FINE CARS ARE USELESS WITHOUT COMPETENT AND CAREFUL OPERATORS.
3. FOR A LONG TIME TO COME, A HIGH PERCENTAGE OF ALL MOTOR VEHICLES WILL BE OVER THE AVERAGE AGE OF MOTOR VEHICLES IN THE PAST. EVERY MOTORIST SHOULD MAINTAIN HIS VEHICLE IN A SAFE OPERATING CONDITION, BOTH AS A MATTER OF GOOD MORALS AND AS A LEGAL RESPONSIBILITY.

4. SCHOOLS AND COLLEGES SHOULD ENCOURAGE AND OFFER COURSES IN TRAFFIC AND HIGHWAY ENGINEERING AT THE HIGHEST POSSIBLE LEVEL CONSISTENT WITH THEIR OTHER NECESSARY RESPONSIBILITIES TO THE COMMONWEALTH. ONLY IN THIS MANNER CAN COMPETENT TECHNICAL ADVISORS BE TRAINED AND THEIR SERVICES BE MADE AVAILABLE.
5. IN CITIES OF 100,000 OR MORE POPULATION, A TRAFFIC ENGINEERING STAFF SHOULD BE ESTABLISHED AND MAINTAINED, AND SHOULD HAVE SUFFICIENT AUTHORITY AND LEGAL POWERS TO CARRY OUT ITS PURPOSE.
6. IN CITIES OF 50,000 OR MORE, AT LEAST ONE FULL TIME TRAFFIC ENGINEER SHOULD BE A PART OF THE CITY ENGINEERING BUREAU.
7. IN SMALLER CITIES, AN ENGINEER, PREFERABLY THE CITY ENGINEER OR ONE OF HIS ASSISTANTS SHOULD BE VERSED IN TRAFFIC ENGINEERING, AND SHOULD HAVE SUFFICIENT QUALIFICATIONS AND EXPERIENCE TO PROPERLY PERFORM HIS FUNCTIONS.
8. THE COMMONWEALTH AND ALL LOCAL UNITS OF GOVERNMENT SHOULD STRIVE TO CONTINUE AND ADVANCE UNIFORMITY IN SIGNING, SIGNALING AND MARKING, IN THE DESIGN OF HIGHWAYS AND STRUCTURES, AND IN THE APPROVAL OF LIGHTING AND SAFETY APPURTENANCES REQUIRED OR USED ON MOTOR VEHICLES. GENERAL STANDARDS IN MORE OR LESS UNIVERSAL USE SHOULD BE THE CRITERION.
9. IN THE PAST, IN MANY LOCATIONS, INSUFFICIENT CONSIDERATION HAS BEEN GIVEN TO TRAFFIC AND SAFETY FEATURES OF DESIGN. TOO MUCH STRESS HAS OCCASIONALLY BEEN LAID ON MATTERS OF APPEARANCE AND ECONOMICS. SAFE USE OF A VEHICLE OR OF A HIGHWAY IS BEST ASSURED WHEN SAFETY FEATURES ARE BUILT IN AT THE TIME OF CONSTRUCTION.
10. LOCAL AUTHORITIES SHOULD MAKE DILIGENT EFFORTS TO DETECT LOCATIONS OF UNUSUAL HAZARD ON EXISTING STREETS AND HIGHWAYS. TO THIS END ADEQUATE ACCIDENT RECORDS SHOULD BE KEPT IN ALL BUT THE SMALLEST COMMUNITIES. CONDITIONS CAN THEN BE IMPROVED BY APPLICATION OF PROPER ENGINEERING OR CONTROL MEASURES.
11. TRAFFIC SAFETY SHOULD COMMAND GREATER ATTENTION IN LAND DEVELOPMENT AND MAJOR URBAN REDEVELOPMENT. HOUSING, PLANNING AND ENGINEERING OFFICIALS SHOULD CONSIDER THE SAFETY FEATURES OF ALL DESIGNS AND INTRODUCE, WHEREVER JUSTIFIED, SUCH FEATURES AS TO ACCOMMODATE IN A SAFE MANNER THE TRAVEL REQUIREMENTS OF PEDESTRIANS AND MOTORISTS. COOPERATION BETWEEN PLANNING AUTHORITIES AND HIGHWAY ENGINEERS WILL SUBSTANTIALLY AID IN REDUCING ACCIDENT HAZARDS.

12. AS FAR AS POSSIBLE, ALL PRINCIPAL STREETS AND HIGHWAYS SHALL BE MODERNIZED SO AS TO FURNISH SAFE TRAFFIC CONDITIONS FOR THE FUTURE.
13. IT IS RECOMMENDED THAT THE STANDARD POLICIES AND SPECIFICATIONS OF THE AMERICAN ASSOCIATIONS OF STATE HIGHWAY OFFICIALS, AND OTHER APPROPRIATE BODIES BE FOLLOWED.
14. IN THE PLANNING OF ARTERIAL ROUTES, GOOD PRACTICE DICTATES THE ACQUIRING OF SUFFICIENT RIGHT-OF-WAY AS TO REDUCE HAZARDS, INCREASE THE EASE OF DRIVING, AND PROTECT THE INVESTMENT.
15. IMPROVEMENTS IN RURAL REGIONS, INVOLVING ROUTES FROM FARMS, MARKETS, SCHOOLS AND HOMES, SHOULD BE OF SUCH A TYPE AS TO MAKE THEM FIT FOR SAFE USE THE YEAR ROUND.
16. WHEREVER GRADE CROSSINGS ARE TO BE ELIMINATED, PRIORITY SHOULD BE ESTABLISHED ON THE BASIS OF HAZARD AND ECONOMY OF OPERATION. WHERE IT IS NOT POSSIBLE TO SEPARATE GRADE AT SUCH POINTS ADEQUATE PROTECTION SHOULD BE PROVIDED.
17. WHEREVER JUSTIFIED AND NECESSARY SIDEWALKS SHOULD BE PROVIDED FOR THE USE OF PEDESTRIANS.
18. HIGHWAY MAINTENANCE OPERATIONS SHOULD BE SO CONDUCTED AS TO PROVIDE SMOOTH NON-SKID SURFACES; SAFE, EVEN SHOULDERS; ADEQUATE DRAINAGE AND A CLEAR RIGHT-OF-WAY.
19. STREET LIGHTING IN MUNICIPALITIES AND ON HAZARDOUS SECTIONS OF HIGHWAYS WHEN PEDESTRIANS ARE NUMEROUS MAY BE NECESSARY. STUDY OF THIS PROBLEM SHOULD BE BEGUN AT ONCE WHEREVER NECESSARY.
20. ROADWAY STRUCTURES SHOULD BE DESIGNED AND MAINTAINED WITH SURFACES OF SUCH COLOR, LIGHT-REFLECTING ABILITY, TEXTURE AREA AND POSITION WITH RESPECT TO APPROACHING VEHICLES THAT THESE OBJECTS CAN BE EASILY DISCERNED UNDER ADVERSE WEATHER CONDITIONS, AND DURING THE HOURS OF DARKNESS.
21. RELATIVELY SIMPLE AND LOCALIZED ENGINEERING TREATMENTS MATERIALLY REDUCE TRAFFIC HAZARDS. SOME OF THEM ARE:
 1. RAISED MEDIAN STRIPS ON WIDE, HEAVILY TRAVELLED STREETS.
 2. USE OF ADEQUATE TURNING RADII AT INTERSECTIONS.
 3. CHANNELIZATION OF INTERSECTIONS.
 4. PROVISION OF SAFETY ISLANDS AT APPROPRIATE POINTS.
 5. ADDITIONAL LANES FOR TRUCKS ON GRADES AND SPECIAL FACILITIES FOR BUSES AND OTHER MASS-TRANSIT VEHICLES.

22. LOCAL AUTHORITIES SHOULD ADOPT THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. SUBSTANTIAL COMPLIANCE WITH THIS MANUAL IS REQUIRED BY THE FEDERAL AID HIGHWAY ACT OF 1944, AND IS DESIRABLE IN ANY CASE.
23. THE PRINCIPLES OF SPEED ZONING AS SET FORTH IN THE UNIFORM VEHICLE CODE SHOULD BE STUDIED AND APPLIED, WHEREVER APPROPRIATE. SUCH PRACTICES AS THE MARKING OF SAFE OPERATING SPEEDS ON CURVES IS TO BE COMMENDED.
24. OFF STREET PARKING FACILITIES SHOULD BE REGARDED AS THE ULTIMATE SOLUTION OF THE PARKING PROBLEM IN ALL METROPOLITAN AREAS. WHERE ADEQUATE FACILITIES DO NOT EXIST THROUGH PRIVATE ENTERPRISE, THE MUNICIPALITY MAY BE FORCED TO ACT, NOT AS A COMPETITOR TO OPERATORS OF SUCH FACILITIES, BUT IN THE PUBLIC INTEREST.
25. CAREFUL STUDY SHOULD BE GIVEN TO THE DESIGN OF CURB PARKING SPACE. ANGLE PARKING, WHILE ACCOMMODATING MORE CARS, IS FREQUENTLY HAZARDOUS AND CREATES INTERFERENCE WITH MOVING TRAFFIC.
26. WHEREVER POSSIBLE, THE ONE WAY STREET PRINCIPLE SHOULD BE ADOPTED. STREET CAPACITY AND SAFETY ARE GAINED, AT THE COST OF ONLY SLIGHT EXTRA TRAVEL.
27. FOR THE BENEFIT OF THE PEDESTRIAN, SUCH FACILITIES AS LOADING ISLANDS, MARKED CROSSWALKS, OVERPASSES AND UNDER PASSES, AND SIMILAR IMPROVEMENTS SHOULD BE MADE, WHERE NECESSARY.
28. THE SEGREGATION OF TRAFFIC, WHERE DESIRABLE, SHOULD BE GIVEN CONSIDERATION. THIS INCLUDES SPECIAL ROUTES FOR TRUCKS OR BUSES, AND SIMILAR MEASURES DESIGNED TO FACILITATE MOVEMENT AND REDUCE HAZARD.
29. LOCAL AUTHORITIES CAN HELP TO REDUCE TRAFFIC HAZARDS BY ENCOURAGING CAR AND TRUCK DEALERS TO GIVE AND PROMOTE ADEQUATE HEADLIGHT SERVICE.

RESOLVED - THAT THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE RECOMMENDS THAT SOUND ENGINEERING PRINCIPLES AND TECHNIQUES FOR THE ELIMINATION OR LESSENING OF PHYSICAL HAZARDS AND FOR SAFE AND EFFICIENT CONTROL OF TRAFFIC MOVEMENT BE UTILIZED TO THE FULLEST EXTENT BY ALL AGENCIES CONCERNED WITH HIGHWAY TRANSPORTATION.

ENFORCEMENT COMMITTEE
House Of Representatives Chamber
COLONEL C. M. WILHELM, Chairman

PURPOSE OF CONFERENCE BY COLONEL C. M. WILHELM.

1. VIEW OF PLEASURE CAR DRIVERS:
 - A. GEORGE ERMENTRAUT, SECTY. MANAGER, READING AUTOMOBILE CLUB
 - B. TODD DANIELS, VICE PRES. KEYSTONE AUTOMOBILE CLUB
 - C. HARVEY ROSE, HALL'S MOTOR EXPRESS, SUNBURY, PENNSYLVANIA
2. VIEW OF BUS OPERATORS:
MR. WILLIAM LEWIS RECHNER
3. THE PEDESTRIAN'S POINT OF VIEW:
DR. GEORGE H. ASHLEY, CHIEF GEOLOGIST, DEPT. OF INTERNAL AFFAIRS
4. THE POLICEMAN'S POINT OF VIEW:
 - A. URBAN - POLICE INSPECTOR HUDERT J. KITCHENMAN, PHILADELPHIA
 - B. RURAL - MAJOR E. J. HENRY, PENNSYLVANIA STATE POLICE
5. THE COURT'S POINT OF VIEW: HONORABLE JUDGE ROBERT E. WOODSIDE,
DAUPHIN COUNTY COURTS

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COLONEL WILHELM, CHAIRMAN:

I APPRECIATE VERY MUCH THE INTEREST TAKEN IN THE CONFERENCE AND YOUR INTEREST IN ENFORCEMENT THAT IS INDICATED BY THE ATTENDANCE AT THIS MEETING.

AFTER HEARING THE ADDRESSES GIVEN THIS MORNING, IT IS NEEDLESS TO ATTEMPT TO OUTLINE THE PURPOSE OF THIS MEETING. HOWEVER, WE HOPE TO HAVE AN EXPRESSION FROM THOSE THROUGHOUT THE STATE, OF JUST WHAT IS HAPPENING, AND GET THE VIEWS OF THOSE WHO ARE WITH US AND REPRESENT VARIOUS LOCALITIES.

AS YOU WILL NOTE BY THE PROGRAM PREPARED FOR YOUR GUIDANCE, SEVERAL SUBJECTS HAVE BEEN OUTLINED IN ORDER THAT WE GET THE VIEWPOINT OF NOT ONLY THOSE ENGAGED IN ENFORCEMENT, BUT ALSO THOSE WHO SEE THE OTHER SIDE OF THE PICTURE.

IMMEDIATELY AFTER THIS MEETING, THE GENERAL COMMITTEE WILL MEET TO CONSIDER REPORTS OF ALL COMMITTEES, AFTER WHICH A CONSOLIDATED REPORT WILL BE SUBMITTED TO THE CONFERENCE AT THE LUNCHEON MEETING AT THE PENN HARRIS HOTEL. WE WILL FOLLOW THE PROGRAM AS LISTED FOR THIS COMMITTEE MEETING AND INTRODUCE THE FIRST SPEAKER, MR. ERMENTRAUT.

MR. ERMENTRAUT:

READING AUTOMOBILE CLUB

MOTORISTS THROUGHOUT THE STATE ARE DEFINITELY AND WHOLEHEARTEDLY IN FAVOR OF A PLANNED AND AN INTELLIGENT PROGRAM OF ENFORCEMENT.

THE PENNSYLVANIA MOTOR FEDERATION AND ITS 61 AFFILIATED 3A CLUBS ARE IN ACCORD WITH GOVERNOR MARTIN IN HIS ENDEAVOR TO CUT DOWN TO A MINIMUM THIS APPALLING DEATH TOLL ON OUR STREETS AND HIGHWAYS. TO DO THIS WE MUST HAVE A FIRM DESIRE TO COOPERATE WITH POLICE DEPARTMENTS, BOTH STATE AND MUNICIPAL, THROUGHOUT OUR COMMONWEALTH. IN SPEAKING OF A PLANNED AND INTELLIGENT ENFORCEMENT PROGRAM, THERE MUST BE A HUMANE ONE, TEMPERED AT ALL TIMES WITH JUSTICE AND MERCY ON THE OFFICER'S PART AND A FIRM DESIRE ON THE PART OF THE MOTORIST TO DO EVERYTHING IN HIS POWER TO ASSIST THE POLICE IN PREVENTING ACCIDENTS AND TO DRIVE AT ALL TIMES IN SUCH A MANNER SO HE MAY BE LOOKED UPON AS AN EXAMPLE BY OTHER HIGHWAY USERS AND ABOVE ALL TO RESPECT THE RIGHTS OF HIS FELLOW MOTORISTS. IN OTHER WORDS, BE THE GENTLEMAN IN YOUR CAR, THAT YOU ARE IN YOUR HOME.

FIVE TO TEN PERCENT OF OUR MOTORISTS ARE CAUSING THE MAJORITY OF OUR ACCIDENTS. RECENTLY THE SAFETY COMMITTEE OF THE PENNSYLVANIA MOTOR FEDERATION ASKED COLONEL WILHELM TO PLACE MORE WHITE CARS ON OUR HIGHWAYS. IN MAKING THIS REQUEST WE FELT THAT THEIR PRESENCE TO THE GOOD-THINKING MOTORIST WOULD BE AS A FRIEND, AND TO THE FIVE OR TEN PERCENT, A WARNING THAT UNLESS THEIR RECKLESSNESS IS CURBED, SWIFT AND SEVERE PENALTIES WOULD BE IMPOSED. THESE WHITE CARS SERVE THE SAME PURPOSE AS THE PATROLMAN ON HIS BEAT; HIS PRESENCE HOLDS DOWN CRIME. TO THE GOOD CITIZEN, A FEELING OF PROTECTION, AND TO THE VIOLATOR, A FEAR THAT HIS CRIMES WILL NOT BE TOLERATED OR GO UNPUNISHED.

WHOLESALE ARRESTS WILL NEVER BE THE ANSWER TO AN ACCIDENT REDUCTION PROGRAM. BY THE SAME TOKEN, OFFICERS GOING TO THE SCENE OF AN ACCIDENT, TAKING STATEMENTS OF THOSE INVOLVED, AND LATER FILING A REPORT OF INFORMATION RECEIVED AGAINST ONE OR BOTH THE INDIVIDUALS, WILL NOT COMPLETELY REMEDY THE SITUATION. IN MOST CASES IT IS RATHER DIFFICULT TO JUDGE WHETHER ONE OR BOTH ARE AT FAULT, BECAUSE IT IS THE WORD OF ONE AGAINST THE WORD OF THE OTHER, AND ONE MOTORIST MAY LOOK AT THE CASE IN A LITTLE DIFFERENT LIGHT THAN THE OTHER. A THOROUGH INVESTIGATION MAY BRING OUT DEFECTS IN VEHICLES OR PHYSICAL HANDICAPS IN THE INDIVIDUAL THAT PROPER CORRECTION CAN ADJUST. WHERE INTOXICATION ENTERS THE PICTURE OR UNAUTHORIZED PERSONS ARE DRIVING THE CARS INVOLVED, ARRESTS ARE IN ORDER, BUT TO SIMPLY MAKE AN ARREST BECAUSE OF AN ACCIDENT, DOES NOT HELP IN ACCIDENT REDUCTION. WE HAVE CIVIL COURTS TO PLACE LIABILITY AND RESPONSIBILITY.

OFTIMES A COURTEOUS APPROACH TO THE SITUATION, A FRANK TALK WITH THE ONE WHO HAS OVERSTEPPED HIS BOUNDS A BIT, WILL BRING ABOUT A RELATIONSHIP BETWEEN THE OFFICER AND THE MOTORIST THAT CAN'T HELP BUT MAKE FOR BETTER DRIVING CONDITIONS. WE HAVE ALWAYS TRIED TO IMPRESS ON OUR ENFORCEMENT AGENCIES THAT IF ONLY 50% OF THE MOTORISTS WERE COOPERATING, HIS JOB OF KEEPING HIS TERRITORY ACCIDENT-FREE WAS WON. CAMPAIGNS OF ANY KIND ARE NEVER SUCCESSFUL EXCEPT WHEN THOSE ENGAGED THEREIN SET OUT WITH A WILL TO SUCCEED.

LET ME PLEDGE TO YOU HERE AND NOW THE DESIRE OF THE PENNSYLVANIA MOTOR FEDERATION AND ITS 61 AFFILIATED 3A CLUBS OUR COOPERATION. ALL WE ASK IN RETURN IS COURTEOUS TREATMENT, A SANE AND INTELLIGENT EXERCISE OF THE POWERS VESTED IN THE OFFICER, ALWAYS TEMPERED WITH JUSTICE AND HUMANENESS. THIS I AM SURE WILL HELP US IN PENNSYLVANIA TO REDUCE OUR ACCIDENT TOLL, AND DO AS CREDITABLE A JOB IN PEACE AS WE DID IN OUR RECENT WORLD CONFLICT.

TODD DANIEL
PHILADELPHIA KEYSTONE AUTO CLUB

SPEAKING FROM THE VIEWPOINT OF A PLEASURE CAR DRIVER (IF THERE ARE ANY LEFT) AFTER NOTING THE TRAGIC HEADLINES OF ACCIDENTS THAT READ, AS SOMEONE HAS OBSERVED, MORE LIKE REPORTS OF CASUALTIES FROM A BATTLEFRONT, --

I RECOGNIZE THAT THE SLAUGHTER ON THE HIGHWAYS WHICH STRIKES TERROR IN THE LIVES OF OUR FAMILIES LEST THEY BE THE NEXT TO HANG A CREPE ON THE DOOR, FOR A DEAR ONE, OR HAVE HIM OR HER CRIPPLED FOR LIFE; MUST FINALLY BE CHECKED BY: -

1. EDUCATION: TO BRING ABOUT; SELF DISCIPLINED SAFE DRIVERS AND SELF DISCIPLINED SAFE PEDESTRIANS.

WE ALL KNOW THAT IF BY SOME MIRACULOUS MEDIUM WE COULD CRASH INTO THE CRANIUM OF THOUSANDS OF DRIVERS (BEFORE THEIR CRANIUMS ARE CRASHED IN BY AN ACCIDENT) THE DANGERS IN DISOBEDIENCE TO THE DICTATES OF SIMPLE COMMONSENSE AND COMMON COURTESY ON THE ROAD, THE GREATER PART OF THE PROBLEM WOULD BE SOLVED. --

2. ENGINEERING: CAN AND WILL CONTRIBUTE IT'S VITAL PART IN SAFER ROADS, BETTER LIGHTING-- NEW CARS, ETC.
3. BUT AS ALL TOO MANY DRIVERS, IT SEEMS, WOULD RATHER BE SORRY THAN SAFE, AND MAKE SORRY INNOCENT VICTIMS WITH THEM, ENLIGHTENED, EFFICIENT, SCIENTIFIC ENFORCEMENT WAS NEVER MORE IMPERATIVE THAN TODAY.

AN OUNCE OF PREVENTION IS WORTH A POUND OF CURE AND HUNDREDS OF POUNDS OF ATTEMPTED CURE BY ILL CONCEIVED, SPORADIC, PUNITIVE METHODS.

SO I DESIRE TO EMPHASIZE THE NECESSITY FOR BETTER PREVENTIVE AND SELECTIVE ENFORCEMENT.

1. IMPROVE METHODS OF REPORTING ACCIDENTS: HOW- WHERE- AND UNDER WHAT CONDITIONS THEY OCCUR.
2. USE THIS INFORMATION ON ACCIDENT SPOT MAPS AND APPLY PREVENTIVE METHODS TO CORRECT THE CONDITION.

I MEAN THE ARM OF THE LAW MUST BE MORE IN EVIDENCE. WHERE STATISTICS INDICATE ACCIDENT FREQUENCY, AND STAY IN EVIDENCE IF NECESSARY TO CORRECT THE CONDUCT WHICH HAS CAUSED ACCIDENTS.

THIS, OF COURSE, MEANS MORE AND BETTER TRAINED PERSONNEL- MORE EQUIPMENT- POLICE CARS- MOTORCYCLES-; DEDICATED TO THE JOB.

THE PROBLEM IS SO HIDEOUSLY SERIOUS - THE ECONOMIC LOSS SO GREAT IN LIFE AND PROPERTY, THAT IT MUST BE ATTACKED BOLDLY, AND WITHOUT COUNTING PENNIES OR DOLLARS.

ARRESTS AND PUNISHMENT OF VIOLATORS HAVE, OF COURSE, LIMITED DETERRENT EFFECTS, BUT THE BIGGER JOB OF REDUCING ACCIDENTS CAN ONLY BE EFFECTED BY THE LAW BEING CONSPICUOUSLY PRESENT, INSTEAD OF CONSPICUOUSLY ABSENT, WHERE ACCIDENTS TAKE PLACE.

HARVEY ROSE
HALL'S MOTOR EXPRESS

LAW ENFORCEMENT IS A MATTER FOR THE DELEGATED POLICE AUTHORITIES, BOTH LOCAL AND STATE AND WILL STAND OR FALL BECAUSE OF THE MANNER IN WHICH IT IS ENFORCED AND ADMINISTERED, AND BECAUSE OF THE SUPERVISION EXERCISED IN PICKING THE PERSONNEL FOR ITS FAIR AND NON-DISCRIMINATORY MANNER OF ENFORCEMENT.

PENNSYLVANIA GENERALLY HAS BEEN ESPECIALLY FORTUNATE IN PICKING A HIGH TYPE OF OFFICER PERSONNEL FOR THE JOB AT HAND, PARTICULARLY THE PENNSYLVANIA STATE POLICE WHERE A CAREFUL SCREENING AUTOMATICALLY BARS A POSSIBLE MISFIT. THE TRAINING IS OF THE BEST AND IS CAREFULLY SUPERVISED BY EXPERIENCED TRAINING OFFICERS.

LOOKING AT ENFORCEMENT FROM THE VIEWPOINT OF THE TRUCK OWNER AND DRIVER, THE OWNER IS CONCERNED WITH THE SAFETY OF HIS DRIVER AND HIS INVESTMENT IN EQUIPMENT AND CARGO AND THE DRIVER IS CONCERNED IN HIS PERSONAL SAFETY AND BECAUSE OF HIS INTEREST IN THE EQUIPMENT WHICH HE IS OPERATING.

THE DRIVER ENCOUNTERS MANY HAZARDS DURING HIS PERIOD OF OPERATION, SOMETIMES FEW AND SOMETIMES MANY DURING A TRIP. THESE DEPEND TO AN EXTENT ON DENSITY OF TRAFFIC, WEATHER AND ROAD CONDITIONS AND THE INDIVIDUAL ACTIONS OF ONE OR MORE DRIVERS IN THE IMMEDIATE VICINITY OF HIS OPERATIONS.

THE DRIVER MUST BE ALERT AT ALL TIMES TO MEET ANY CONDITION THAT MAY ARISE AND MANY TIMES THROUGH TRAINING, DRIVING EXPERIENCE AND THE USE OF CALM JUDGMENT, HE IS ABLE TO AVERT MANY ACCIDENTS THAT THE LESS EXPERIENCED WOULD BE UNABLE TO AVOID, THIS ESPECIALLY WITH A TRACTOR-TRAILER OUTFIT REQUIRING EXPERT MANEUVERING TO GET ITS FULL LENGTH INTO CLEAR.

SOME OF THE MORE NUMEROUS HAZARDS THE DRIVER IS CONFRONTED WITH IS THE SHORT CURVE RIDER, AND HE IS USUALLY A HIGH SPEED DRIVER, ALSO THE DRIVER WITH DEFECTIVE REAR STOP AND HEADLIGHTS, THIS IS A VERY PREVELANT VIOLATION AND ONE THAT COSTS SO LITTLE TO CORRECT; THE STOP SIGN VIOLATOR, THE CENTER OF THE ROAD DRIVER, THE DRIVER WHO TURNS FROM THE LANE OF TRAFFIC WITHOUT GIVING FOLLOWING VEHICLES A SLOW OR DIRECTIONAL SIGNAL AS TO DIRECTION OF TURN, PULLING OUT FROM CURB WITHOUT SIGNALLING. ALSO DRIVERS WHO PASS NEAR END OF TANGENT AND CANNOT CLEAR BEFORE ENTERING CURVE, THE HIGH BEAM DRIVER WHO BLINDS YOU AND IS THE FREQUENT CAUSE OF ACCIDENTS, THE PEDESTRIAN WHO WALKS WITH TRAFFIC INSTEAD OF AGAINST IT OR WHO CROSSES BETWEEN INTERSECTIONS OR AGAINST LIGHTS IN THE TOWNS AND CITIES. LIKEWISE BICYCLE RIDERS WHO OCCUPY THE CENTER OF THE HIGHWAY OR ZIG ZAG BEFORE A HEAVY MOVING OR SPEEDY VEHICLE, AND ESPECIALLY IN CITIES WHERE THEY MOUNT ON THE PAVEMENT AND DART OUT BETWEEN TWO PARKED VEHICLES, SOMETIMES WITH ONE OR TWO MATES ON THE CROSS-BAR AND HANDLEBARS. THE DRIVER IS ALSO PLAGUED BY THE POSSESSIVE ROAD DRIVER, WHO ADOPTS A TWENTY TO THIRTY-FIVE MILE ATTITUDE AND CREATES A HAZARD BY BACKING UP TRAFFIC WITH INSUFFICIENT PULL IN SPACE BETWEEN CLOSE RIDING VEHICLES AND WHO MAKES THE NERVOUS DRIVER BEHIND TAKE DANGEROUS CHANCES IN PASSING.

DISTINCTIVE PAINTED CARS ARE RESPECTED ONLY WHILE IN VIEW, "OUT OF SIGHT, OUT OF MIND", AND THEIR VALUE IS QUESTIONABLE. IT IS BELIEVED THAT A PATROL CAR NOT OF A DISTINCT COLOR, WITH SIDE MARKINGS FOR IDENTIFICATION PURPOSES, WOULD BE MORE EFFECTIVE FOR POLICING THE HIGHWAYS. THE PATROL OF HIGHWAYS FOR THE FULL TWENTY-FOUR (24 HOUR) DAY IS BECOMING INCREASINGLY NECESSARY, FOR THE REASON THAT THE DANGEROUS AND RECKLESS DRIVERS OF ALL TYPES WILL TAKE NEEDLESS CHANCES, KNOWING THE HIGHWAYS ARE FREE OF PATROLMEN, BECAUSE OF LIGHTER TRAFFIC, HIS DESIRE TO GET SOMEWHERE IN A HURRY AND HIS KNOWLEDGE THAT THERE ARE NO PATROLMAN ON THE HIGHWAY FROM ABOUT 11:00 P.M. UNTIL 8:00 OR 9:00 A.M.. SO HE STEPS ON THE GAS, CUTS THE CURVES, OR IN THE CASE OF TRUCK DRIVERS HE KICKS HER OUT ON THE HILLS AND LETS HER ROLL OR SPEEDS ON THE STRAIGHT-A-WAY.

IT IS BELIEVED THAT THERE ARE SUFFICIENT SAFETY REGULATIONS IN EFFECT TO MATERIALLY REDUCE THE ACCIDENT FREQUENCY, IF MR. DRIVER, BEHIND THE WHEEL, IS MADE SUFFICIENTLY SAFETY MINDED TO ABIDE BY THE LAWS PRESENTLY IN EFFECT AND USE SOUND JUDGMENT AND COMMON ROAD COURTESY WHILE OUT ON THE HIGHWAYS. THIS MAY BE ACCOMPLISHED BY EDUCATION, NEWSPAPER PUBLICITY, MOVING PICTURE SHORTS, RADIO PROGRAMS, POLICE WARNINGS AND ARREST WHERE NECESSARY.

MR. WILLIAM LEWIS RECHNER:
VIEW OF BUS OPERATORS

IN ORDER TO BECOME A BUS DRIVER, IT IS REQUIRED BY SOME COMPANIES THAT A CANDIDATE HAVE NOT LESS THAN 17 DAYS OF TRAINING. IT IS A FALLACY TO BELIEVE THAT THE POSSESSION OF AN OPERATOR'S LICENSE CREATES A BUS DRIVER.

AFTER HAVING SATISFACTORILY COMPLETED HIS 17 DAY TRAINING COURSE, HE IS PERMITTED TO TAKE A BUS OUT ON THE ROAD, BUT MUST BE ACCOMPANIED BY AN INSPECTOR. THE INSPECTOR CONTINUES TO ACCOMPANY HIM UNTIL HE BELIEVES THAT THE CANDIDATE HAS SHOWN ENOUGH APTITUDE TO QUALIFY AS A SAFE DRIVER.

IN GENERAL, THE SPACE ALLOWED FOR THE LOADING AND UNLOADING OF BUSES IS INSUFFICIENT, AND AT LEAST 75 FEET IS SUGGESTED AS A PROPER DISTANCE.

JAY-WALKERS FORM QUITE A PROBLEM FOR BUS OPERATORS, AND IT IS SUGGESTED THAT AN EDUCATIONAL PROGRAM BE DEVELOPED TO IMPROVE THIS CONDITION. IT IS ALSO SUGGESTED THAT THERE BE MORE PLAYGROUNDS FOR CHILDREN.

DR. GEORGE ASHLEY:
THE PEDESTRIAN'S POINT OF VIEW

IN DAYS OF OLD, WHEN KNIGHTS WERE BOLD, WAR, PESTILENCE AND STARVATION, SUPPLEMENTED BY THE QUAINT EARLY PRACTICE OF "EXPOSING" SICKLY CHILDREN OR WEAKLY OLD FOLKS, KEPT POPULATION WITHIN BOUNDS. TODAY THE MOTOR CAR ACHIEVES THE SAME END WITH A DISPATCH AND EFFICIENCY UNKNOWN IN THE DISTANT PAST.

BUT WITH MODERN AGRICULTURE WE CAN FEED A LARGER POPULATION AND DO NOT NEED SUCH MEASURES. SO TODAY, REPRESENTING THE PEDESTRIAN, WHICH MEANS ALL OF US, OUR CRY IS: "GIVE THE PEDESTRIAN A CHANCE". ASSUMING THAT 20% OF ALL DRIVERS ARE "HARD DRIVERS", AS THE SUN OIL COMPANY CALLS THEM, AND PROBABLY ILLEGAL DRIVERS, AND 10% ARE CARELESS DRIVERS, THE LESS ENFORCEMENT THAT IS NEEDED, THE BETTER. IN THE FEW MINUTES AVAILABLE, I PROPOSE TO CONFINE MYSELF TO WHAT MAY BE CALLED SELF-ENFORCING MEASURES; THAT IS, THEY MORE OR LESS ACCOMPLISH THEIR RESULTS WITHOUT AN ENFORCEMENT OFFICER IN SIGHT.

FIRST, I PUT THE RAISED "ISLE OF SAFETY" IN THE CENTER OF THE CROSSING WITH A LIGHT OR TRAFFIC STANDARD. I SEE THESE ADVANTAGES;

- (A) THE SLIGHT CONSTRICTION REDUCES THE TENDENCY TO PASS AT THE CROSSING.
- (B) THE SLIGHT RESTRICTION SHOULD PREVENT PARKING CLOSE TO THE CROSSING AND GIVE THE ADVENTURER WHO ESSAYS TO CROSS A BETTER VIEW.
- (C) THE PEDESTRIAN HAS TO LOOK ONLY ONE WAY AT EACH HALF CROSSING. MOST CROSSING ACCIDENTS COME FROM THE DIRECTION WE ARE NOT LOOKING. UNFORTUNATELY, UNLIKE OUR ANIMAL ANCESTORS, WE DO NOT HAVE AN EYE ON EACH SIDE OF OUR HEADS.
- (D) THE LIGHT ON THE SAFETY ISLE IS WHERE WE MOST NEED IT.
- (E) A TRAFFIC LIGHT ON THE ISLE CAN BE LOW ENOUGH TO BE SEEN BY BOTH MOTORIST AND PEDESTRIAN WITHOUT LOOKING UP AND DIRECTLY IN THE PATH OF PROGRESS.
- (F) WITH AN ISLE OF SAFETY, THE PEDESTRIAN DOES NOT HAVE TO WAIT FOR TRAFFIC TO CLEAR BOTH WAYS AT ONCE, A GREAT SAVING IN TIME.
- (G) WITH A CHANCE TO STOP AND GET HIS BREATH, "THE PAUSE THAT REFRESHES", THE WEAK-HEARTED PEDESTRIAN, AND WHO IS NOT, IS LESS LIKELY TO HAVE A STROKE JUST AS A CAR APPROACHES.

SUCH ISLES OF SAFETY ARE COMMON THROUGHOUT EUROPE, BUT ALMOST UNKNOWN IN THIS COUNTRY, EXCEPT WHERE STREET CARS RUNNING ON TRACKS ARE STILL USED. SUCH ISLES OF SAFETY ARE DOUBLY EFFECTIVE WHEN A PART OF A CONTINUOUS SEPARATION STRIP, OR WHEN, AS IN MANY EUROPEAN CITIES, THE LINE IN THE CENTER OF THE STREET BETWEEN THEM IS USED FOR PARKING, ESPECIALLY FOR TAXIS.

SECOND, I WOULD PUT THE "WAIT" AND "WALK" LIGHT, AS IN WASHINGTON AND A FEW OTHER CITIES. MANY SMALL TOWNS USE THIS DEVICE AT THEIR "SQUARE" IN THE CENTER OF TOWN. DURING THE "WALK" SIGNAL, ALL WHEELED TRAFFIC STOPS AND THE PEDESTRIANS CROSS AS THE ISRAELITES CROSSED THE RED SEA. FOR VERY WIDE STREETS, THE SLOW OF FOOT WOULD STILL FIND A CENTRAL ISLE OF SAFETY A HANDY STOPPING PLACE TO MAKE THE TRIP IN TWO INSTALLMENTS.

THIRD, I PUT THE CONSTRUCTION AND MAINTENANCE OF PEDESTRIAN SIDE PATHS, ESPECIALLY ON MAIN HIGHWAYS THRU WELL-SETTLED STRETCHES AND FOR A HALF MILE EITHER SIDE OF SCHOOL HOUSES. HERE AGAIN EUROPE IS FAR AHEAD OF US, DOUBTLESS BECAUSE OF THE GREATER USE OF BICYCLES OVER THERE. IN MY BOYHOOD DAYS, WHEN BICYCLES

WERE EXTENSIVELY USED FOR DISTANCE RIDING IN THIS COUNTRY, THE STRONG BICYCLE CLUBS, BUILT AND KEPT SUCH PATHS ON ALL MAIN HIGHWAYS AND SET MILE POSTS SO THAT YOU COULD KEEP TRACK OF YOUR DISTANCE AND SPEED. MANY PEDESTRIANS COULD STILL WALK IF THE STATES WOULD ADOPT THE POLICY OF PROVIDING AND MAINTAINING SUCH FOOTPATHS. IN EUROPE THE PATHS ARE OFTEN PROTECTED FROM THE PAVED HIGHWAY BY A LINE OF POSTS, OR, SMALL POSTS WITH REFLECTING BUTTONS WOULD SERVE THE SAME PURPOSE. FOR PEOPLE WHO HAVE TO TRAVEL THE HIGHWAYS AT NIGHT EVEN THOUGH FOR ONLY A SHORT DISTANCE, A LIGHT HARNESS WITH REFLECTING BUTTONS SET IN SPECIAL PATTERN, TO BE KEPT IN THE POCKET OR NEAR THE DOOR WHEN LEAVING HOME, WOULD BE AN ADDED PROTECTION. EVERY DRIVER KNOWS THE DIFFICULTY OF DISTINGUISHING PEDESTRIANS AT NIGHT, ESPECIALLY JUST AT DUSK.

FOURTH, I PUT THE "CLOSE" AS IT IS CALLED IN ENGLAND, A ONE-END STREET, INTENDED FOR ONLY LOCAL TRAFFIC; OR, IN LIEU OF THAT, RESTRICTED STREETS, PARTLY CLOSED TO ALL BUT LOCAL TRAFFIC, AS FOR SLIDING, OR AFTER SCHOOL PLAY. AT MY SUGGESTION, THIS CITY HAS HAD SUCH RESTRICTED STREETS FOR MANY YEARS. I BELIEVE SUCH RESTRICTED AREAS SHOULD BE MULTIPLIED, UNTIL CITIES AND TOWNS WAKE UP TO THE CHANGE FROM OLD CONDITIONS AND THE NEED FOR VASTLY MORE PLAY AREAS. IT HAS BEEN SAID THAT 80% OF OUR LEADING MEN COME FROM THE COUNTRY AND SMALL TOWNS, ONE FACTOR OF WHICH IS BETTER OPPORTUNITIES FOR PLAY AND THE MENTAL DISCIPLINE AND BETTER HEALTH THAT RESULT. AS YOU KNOW, A FEW MODERN TOWNS HAVE BEEN LAID OUT WITH ONLY A FEW THROUGH STREETS, WITH UNDERPASSES FOR CHILDREN WHO GO TO SCHOOL OR TO THE PLAY GROUNDS. SOMEDAY, WE WILL VALUE OUR CHILDREN MORE THAN WE DO GROUND RENT OR TAXES.

FIFTH, LOOKING TO THE FUTURE WE CAN ALREADY SEE SUPERHIGHWAYS, ELEVATED OR COMPLETELY FENCED OFF, WITH UNDERPASSES, AS UNDER OUR OWN TURNPIKE. ALSO THE CUT-OFF THAT TAKES THRU TRAFFIC, USUALLY IN A HURRY, AROUND TOWNS OR THRU THE OUTSKIRTS. THESE NOT ONLY RELIEVE CONGESTION IN THE CENTERS OF TOWNS, BUT RELIEVE THE TOWN PEDESTRIAN OF HIS MOST DEADLY ENEMY, THE FELLOW WHO HAS BEEN TRAVELLING 50 MILES AN HOUR IN THE OPEN AND WHO RESENTS HAVING TO SLOW DOWN THROUGH TOWN.

DOUBTLESS, THERE ARE OTHER DEVICES THAT AUTOMATICALLY INCREASE THE LIFE EXPECTENCY OF PEDESTRIANS.

POLICE INSPECTOR KITCHERMAN:
THE POLICEMAN'S POINT OF VIEW

I THINK UP UNTIL THIS POINT, WE JUST PARALLELED A LITTLE STORY OF THE DISABLED PLANE COMING INTO THE AIRPORT. THE PILOT RADIOS FOR INSTRUCTIONS, STATING HIS PLANE WAS SO DISABLED, IT WOULDN'T CLEAR. THE INSTRUCTIONS HE GOT BACK WERE SOMETHING LIKE THIS "TOWER TO PILOT, FLIGHT 4 - LISTEN CAREFULLY AND REPEAT SLOWLY AFTER ME. OUR FARTHER WHICH ART IN HEAVEN....". IT IS PRETTY NEAR TIME ALL GOT TOGETHER AND GAVE GOD A LITTLE HELP, AND NOT LEAVE EVERYTHING TO HIM.

REGARDING THE POWERS OF POLICE TO MAKE SIGHTS ARRESTS FOR SERIOUS TRAFFIC VIOLATIONS, WE, IN THE LAW ENFORCEMENT FIELD, KNOW WE ARE GOING TO FIND THAT THAT IS THE SOLUTION, FROM ANY ANGLE. WE ARE MAKING A "GESTAPO" OF YOUR POLICE.

I HAVE BEEN A POLICEMAN FOR 23 YEARS AND THE AVERAGE POLICEMAN HATES THE WORD "GESTAPO" AND ANYTHING CONNECTED WITH IT. OUR SOLE JOB IS TO BE PERMITTED TO FULFILL OUR SWORN OATH OF OFFICE AND THAT IS THE PROTECTION OF LIFE AND PROPERTY. THERE ARE NONE OF US THAT WORK ON A PERCENTAGE OF ANY KIND. IT SURELY GRIEVES ME TO STAND ALONG THE HIGHWAY AND SEE SOME DRIVER PASS ME AND KNOW THAT SOONER OR LATER, HE IS GOING TO KILL HIMSELF OR SOMEBODY. YOU STOP HIM, AND SOMETIME ABOUT 28 DAYS LATER, HE IS BROUGHT INTO COURT TO EXPLAIN HIS SIDE OF THE CASE.

YOU KNOW AND I KNOW THERE ARE CERTAIN INDIVIDUALS DRIVING CARS TODAY WHO HAVE ABSOLUTELY NO RIGHT. WE KNOW, AND YOU KNOW, THE REASON WHY WE ARE PLEADING, YES, DEMANDING, THE RIGHT OF LAW ENFORCEMENT OFFICERS TO TAKE THAT VIOLATOR OFF THE HIGHWAY, BUT WE MUST HAVE LEGISLATION TO DO IT.

THERE IS A SECTION IN THE MOTOR VEHICLE CODE WHICH READS "A PEACE OFFICER, IN UNIFORM AND DISPLAYING A BADGE OR OTHER SIGN OF AUTHORITY, MAY ARREST, UPON VIEW, ANY PERSON VIOLATING ANY OF THE PROVISIONS OF THIS ACT, WHERE THE OFFENSE IS DESIGNATED A FELONY OR MISDEMEANOR...". STRIKE OUT THE WORDS "FELONY OR MISDEMEANOR" - THAT IS ALL WE WANT. LET IT BE THAT A PEACE OFFICER, IN UNIFORM, MAY ARREST UPON VIEW FOR ANY VIOLATION OF THIS CODE, ETC.". LET THOSE WHO FEAR THIS POWER OF POLICE HEAR ME OUT WHILE I EMPHASIZE THAT WORD "MAY". WE DO WANT TO TAKE OFF THE VIOLATORS AND DRIVER WHO IS CAUSING THESE INJURIES AND DEATHS. NATURALLY, PEOPLE SAY WHO IS GOING TO REPLACE THE POLICEMAN WHEN HE IS OFF HIS POST. WHO IS REPLACING THE PEOPLE THAT ARE GETTING KILLED? THAT IS WHAT WE WANT. A DRIVER IS GIVEN A PERMIT TO DRIVE, AND WHEN YOU SEE A DRIVER WITH BAD DRIVING HABITS, ALL YOU CAN DO IS TO WRITE HIM A NOTICE, FILE YOUR INFORMATION AND SAY - 28 DAYS LATER, HE GETS A SUMMONS TO APPEAR. BY THE SAME TOKEN, IN THIS COMMONWEALTH, A MAN WILL BE GIVEN A PERMIT TO CARRY A FIRE ARM. CAN YOU IMAGINE A POLICEMAN STANDING IDLY BY AND SEEING THAT MAN SHOOT IT. AND BELIEVE ME, GENTLEMEN, YOU ARE JUST AS DEAD AND YOU ARE DEAD JUST AS LONG FROM GETTING HIT BY AN AUTOMOBILE AS YOU ARE BY GETTING HIT WITH THE STEEL BULLET.

AGAIN, WITH THE INTOXICATED DRIVER, THAT IS THE GREATEST CASE OF A LOT OF OUR SERIOUS ACCIDENTS. YOU ARREST A MAN, TAKE HIM INTO THE STATION HOUSE, CALL A DOCTOR AND AFTER EXAMINATION, THE DOCTOR TELLS YOU WHETHER HE IS DRUNK OR SOBER. STILL, BY THE SAME TOKEN, THAT SAME DRIVER CAN BE WALKING DOWN THE STREET, AND BY THE SAME ACTIONS, YOU PLACE HIM UNDER ARREST AND GIVE HIM A HEARING. THESE ARE THE LIMITATIONS WHICH MUST BE REMOVED THROUGHOUT THE COMMONWEALTH. I AM NOT ONLY PLEADING AS A MUNICIPAL POLICEMAN, BUT FOR ALL POLICEMEN.

WITH SPEED CONTROL, YOU HAVE TO HAVE A MEASURED DISTANCE OR YOU HAVE TO CLOCK HIM FOR ONE-QUARTER OF A MILE. IN EVERY SAFETY CONFERENCE I EVER ATTENDED, EVERY PERSON IS QUICK TO SAY "LACK OF ENFORCEMENT". CERTAINLY THERE IS LACK OF ENFORCEMENT. YOU WON'T LET US ENFORCE THE LAW. WE HAVE A BAD PROBLEM.

YOU ALL HEARD THE STATISTICS PRODUCED THIS MORNING SHOWING WHERE A GREAT NUMBER OF CASUALTIES ARE PEDESTRIANS CROSSING IN THE MIDDLE OF THE BLOCK. IF YOU DON'T INTEND TO BRING ABOUT ADEQUATE LEGISLATION, THEN FORGET TO BRING IT UP AT SAFETY CONFERENCES. THE PEDESTRIAN MUST BE CONTROLLED JUST THE SAME AS THE MOTOR VEHICLE DRIVER.

GETTING BACK TO THE LICENSES - ANOTHER THING WE ADVOCATE IS PERIODIC EXAMINATIONS OF DRIVERS FOR PHYSICAL REASONS, IF FOR NOTHING ELSE. I HAVE NEVER TAKEN A DRIVING TEST AND I BELIEVE IF YOU WERE AN ENGINEER ON THE RAILROAD, YOU

WOULD TAKE A PHYSICAL EXAMINATION AND GO THROUGH THE BOOK OF RULES OR YOU DON'T WORK. WE LICENSE A PERSON FOR \$1.00 TO DRIVE ANYWHERE HE WANTS IN THIS COMMONWEALTH. WE DON'T KNOW WHAT HIS PHYSICAL CONDITION IS, AND PERHAPS HE DOESN'T KNOW HIMSELF. AND HERE IS A SUGGESTION - WHY NOT A DOCTOR'S CERTIFICATE AS TO THE MAN'S PHYSICAL CONDITION AT THE TIME, ACCOMPANYING THE APPLICATION FOR A LICENSE. THESE ARE JUST A FEW OF OUR PROBLEMS.

ANOTHER THING WE ARE OPPOSING IS THE 24-HOUR PART OF PROCURING A LICENSE. A PERSON WHO HAD HIS OPERATOR'S LICENSE REVOKED CAN GO BEFORE ANY NOTARY PUBLIC IN THIS COMMONWEALTH, CHANGE HIS NAME FROM KITCHENMAN TO KITCHEN, CHANGE HIS ADDRESS TO 4525 BERKS STREET - THAT NAME MAY NOT REGISTER WITH SOME OF YOU, BUT 4525 BERKS STREET IS A CEMETERY, AND WITHIN 24 HOURS THAT MAN MAY HAVE AN OPERATOR'S LICENSE BACK IN HIS HANDS. IF HE WERE FIT TO HAVE AN OPERATOR'S LICENSE, THE COMMONWEALTH WOULD NOT HAVE SEEN FIT TO REVOKE IT, AND WE FEEL IT IS A JOB FOR ALL HANDS. NOT ONLY THE POLICE AND SAFETY ORGANIZATIONS, BUT FOR ALL. IF ALL GET TOGETHER AND DO MORE THAN JUST TALK - ACT - GET SOME LEGISLATION THROUGH TO GIVE YOUR POLICE SOME POWER AND THEY WILL ACT.

MAJOR E. J. HENRY

THE POLICEMAN'S POINT OF VIEW

RURAL TRAFFIC LAW ENFORCEMENT IS NOT UNLIKE OTHER TRAFFIC LAW ENFORCEMENT, FOR THE BASIC FUNDAMENTALS OF ORGANIZATION AND ADMINISTRATION MUST BE ADHERED TO IN ORDER TO REALIZE ANY DEGREE OF EFFECTIVENESS. THE ENFORCEMENT OF TRAFFIC LAWS IS OF THE GREATEST IMPORTANCE IN THE PROTECTION OF LIFE AND PROPERTY AND INCREASING SAFETY ON OUR HIGHWAYS. ALL REMEDIAL MEASURES MUST NECESSARILY DEPEND UPON IT. RULES AND REGULATIONS, AS WELL AS SIGNS AND SIGNALS, ARE USELESS IF THEY ARE NOT OBEYED. IN REALITY, ENFORCEMENT IS MERELY A MORE STRINGENT METHOD OF EDUCATION, HOWEVER, IN THE ORDERLY LIFE OF ANY COMMUNITY EDUCATION ALONE CANNOT PRODUCE AND MAINTAIN THE DESIRED RESULTS. WE MAY EDUCATE PEOPLE TO AVOID CRIMINAL PRACTICES AND WE CERTAINLY TRY VERY HARD TO DO SO, YET OUR EXPERIENCE SHOWS THAT IT IS ABSOLUTELY NECESSARY TO MAINTAIN ADEQUATE POLICE PROTECTION FOR THE EXPRESS PURPOSE OF APPREHENDING THOSE WHO ARE UNWILLING TO FOLLOW VOLUNTARILY THE DICTATES OF SOCIETY. THUS, IN ITS VERY INCEPTION, THE POLICE DEPARTMENT IS AN ENFORCEMENT AND EDUCATIONAL ENFORCEMENT UNIT, THEREFORE, IT IS MOST ESSENTIAL THAT THE POLICE APPROACH OUR PRESENT DAY TRAFFIC PROBLEM IN THIS LIGHT.

THE FIRST REQUISITE OF A SOUND ENFORCEMENT PROGRAM BY THE POLICE IS A SOUND PLAN OF ORGANIZATION. TRAFFIC PROBLEMS AND TRAFFIC LAW ENFORCEMENT REQUIREMENTS HAVE INTRODUCED A NEW MAJOR PHASE OF POLICE OPERATIONS DEMANDING ADAPTATION OF ORGANIZATION AS WELL AS POLICY, PROCEDURE, AND TECHNIQUE. THE SECOND REQUISITE OF TRAFFIC LAW ENFORCEMENT IS PROPER ADMINISTRATION. THE FIRST PRINCIPLE OF GOOD TRAFFIC ADMINISTRATION IS A STUDIED APPROACH TO THE PROBLEM CONFRONTING THE PARTICULAR AREA THE POLICE ARE RESPONSIBLE FOR REGULATING AND CONTROLLING. TIME SPENT ON ORGANIZING THE ATTACK WILL PAY BIG DIVIDENDS EVEN THOUGH IT MAY MEAN THAT LESS TIME IS AVAILABLE FOR THE ACTUAL CONDUCT OF THE PROGRAM. THIS IS ESPECIALLY TRUE OF A PROBLEM WHICH IS COMPARATIVELY NEW TO PAST POLICE WORK AND METHODS AND WHICH IS QUITE INDIVIDUAL IN ITS CHARACTERISTICS. AS WE ALL KNOW, OUR PRESENT DAY TRAFFIC

PRESENTS MANY SUCH PROBLEMS BY REASON OF LACK OF ADEQUATE MOTOR VEHICLE EQUIPMENT. THE VAST NUMBER OF NEW DRIVERS OR DRIVERS WHO HAVE EXPERIENCED UP TO FIVE YEARS OF RESTRICTED DRIVING AT MINIMUM SPEEDS AND THOSE PERSONS WHO HAVE NOT DRIVEN FOR PERIODS AS LONG AS FIVE AND SIX YEARS, ARE THE FACTORS WHICH ARE DAILY REFLECTED IN OUR OVERALL TRAFFIC PATTERN AND ARE CREATING NEW AND UNIQUE TRAFFIC PROBLEMS TO LAW ENFORCEMENT. THE NEXT REQUISITE OF GOOD LAW ENFORCEMENT IS A GEARED PROGRAM. AT PRESENT, MOST POLICE DEPARTMENTS ARE SPREADING THEIR EFFORTS TOO WIDELY AND COVERING ITEMS WHICH WARRANT LITTLE OR NO ATTENTION. THE GREATEST ADVANCEMENT WHICH MODERN POLICE DEPARTMENTS ARE MAKING IS IN THE DIRECTION OF SHARPENING THE FOCUS AND PROPORTIONING THEIR EFFORTS. THIS TYPE PROGRAM IS GENERALLY REFERRED TO AS SELECTIVE ENFORCEMENT. THERE ARE CERTAIN PRINCIPLES OF SELECTIVE ENFORCEMENT WHICH WARRANT CONSIDERATION. THE FOLLOWING COMPRISES SOME OF THE MOST IMPORTANT:

1. CONCENTRATED FIRE. THE GENERAL PRINCIPLE IS TO NARROW DOWN BY INTELLIGENT SELECTION, THE SUBJECTS, AREAS, AND TYPES OF CONTROL TO BE COVERED TO THAT NUMBER WHICH THE EXISTING MANPOWER IN THE DEPARTMENT CAN HANDLE EFFECTIVELY AND WHICH WILL BRING THE GREATEST DESIRED CONTROL.
2. PROPORTIONAL APPLICATION. THE AVAILABLE ENERGY AND TIME OF THE PERSONNEL OF THE DEPARTMENT SHOULD BE DIVIDED AMONG THE DIFFERENT PROBLEMS ACCORDING TO THEIR SERIOUSNESS, I. E., DAMAGE TO PUBLIC SAFETY. THE PROPER PROPORTION FOR EACH PROBLEM CAN BE ESTABLISHED QUITE EASILY BY GATHERING THE TRAFFIC FACTS, THE ANALYSIS OF ACCIDENT CAUSES, AND A STUDY OF THE EFFECTIVENESS OF THE EMPLOYED REMEDIAL MEASURES.
3. KEEPING IN STEP WITH CHANGES. THE PROGRAM SHOULD NOT BE STATIC BUT SHOULD CHANGE AND FOLLOW THE MORE OR LESS CONSTANTLY CHANGING CHARACTERISTICS OF THE TRAFFIC PROBLEM IN THE DEPARTMENT'S POLICED AREA. THE DESIRED TEMPO OF THE PROGRAM CAN BE BROUGHT ABOUT BY CONSTANTLY REVISING THE FACTS AND KEEPING THEM IN USABLE FORM SO THAT AS SOON AS ACCIDENTS BEGIN TO CONCENTRATE IN NEW LOCATIONS AND IN NEW MANNERS, THE ATTACK CAN BE SHIFTED IMMEDIATELY TO MEET THEM.
4. TIME. EVERY ENFORCEMENT PROGRAM SHOULD BE CONCENTRATED UPON THOSE MONTHS, DAYS OF WEEKS, AND HOURS OF DAY, IN WHICH THE MOST ACCIDENTS OCCUR. ACCIDENT CHART CURVES WOULD SHOW A VERY SHARP CONCENTRATION BY TIME; IF THE MANPOWER FOLLOWS THOSE CLOSELY, THE EFFORTS OF THE DEPARTMENT WILL OBVIOUSLY PROVE MOST EFFECTIVE.
5. VIOLATIONS. POLICE ATTENTION SHOULD BE AIMED PROPORTIONATELY AT THOSE RELATIVELY FEW TYPES OF VIOLATIONS WHICH ARE PRIMARILY RESPONSIBLE FOR THE GREAT MAJORITY OF THE ACCIDENTS OCCURRING ON OUR HIGHWAYS. HERE AGAIN IT WILL BE FOUND THAT A VERY FEW PARTICULAR VIOLATIONS CAUSE MOST OF THE TROUBLE AND THAT IF THESE CAN BE CONTROLLED AND CURBED, THE MINOR CAUSES CAN BE GRADUALLY HANDLED BY THE GENERAL PHASES OF THE ENFORCEMENT PROGRAM.

THE PENNSYLVANIA STATE POLICE HAVE EMPLOYED, IN OUR ENFORCEMENT PROGRAM, THE PRINCIPLES OUTLINED, AND WE FEEL THAT THROUGH OUR GEARED PROGRAMS WE ARE ABLE TO EFFECTIVELY ADMINISTER OUR ACTIVITIES WHICH INCLUDE THE TRAFFIC CONTROL OF ALL RURAL AREAS THROUGHOUT THE COMMONWEALTH, SUPERVISION OF SOME 8,000 OFFICIAL INSPECTION STATIONS, THE EXAMINATION OF SOME 200,000 PERSONS FOR PENNSYLVANIA OPERATOR'S LICENSES ANNUALLY, THE INVESTIGATION OF THOUSANDS OF HIGHWAY TRAFFIC ACCIDENTS ANNUALLY, AND THE ARREST AND PROSECUTION OF THOUSANDS OF MOTOR VEHICLE OPERATORS ANNUALLY FOR VIOLATIONS OF THE MOTOR VEHICLE LAWS OF PENNSYLVANIA. IN ADDITION TO THESE ACTIVITIES, THE PENNSYLVANIA STATE POLICE CONDUCTS A HIGHWAY SAFETY MOTION PICTURE PROGRAM DESIGNED TO PROMOTE HIGHWAY SAFETY THROUGH THE MEDIUM OF MOTION PICTURE SHOWINGS OF HIGHWAY SAFETY FILM TO OUR PUBLIC SCHOOLS, SERVICE CLUBS, AND CHURCHES, WHICH INCLUDES MOST OF THESE ORGANIZATIONS THROUGHOUT THE COMMONWEALTH.

WE ALSO CONDUCT A SAFE DRIVER CLINIC PROGRAM DESIGNED TO REHABILITATE AND RE-EDUCATE ACCIDENT PRONE DRIVERS AND TO MEASURE THE PHYSICAL ABILITIES OF INDIVIDUALS WHO HAVE BEEN INVOLVED IN SERIOUS ACCIDENTS AND ARE REQUIRED TO SUBMIT TO A SPECIAL EXAMINATION AT THE DIRECTION OF THE SECRETARY OF REVENUE, FOR THE PURPOSE OF DETERMINING THEIR ABILITY TO SAFELY OPERATE A MOTOR VEHICLE. THIS PROGRAM HAS BEEN EXTENDED TO SERVICE COMMERCIAL FLEET OWNERS AND DRIVERS WHO SUBMIT TO THE CLINIC EXAMINATION ON A VOLUNTARY BASIS FOR THE PURPOSE OF DETERMINING THEIR PHYSICAL ABILITIES TO SAFELY OPERATE A MOTOR VEHICLE. THIS PROGRAM HAS BEEN OUTSTANDING IN THAT IT HAS, OVER A PERIOD OF THE LAST EIGHT OR NINE YEARS, PROVIDED A MEDIUM THROUGH WHICH THOUSANDS OF PENNSYLVANIA MOTOR VEHICLE OPERATORS HAVE BEEN RE-EDUCATED AND REHABILITATED TO A POSITION OF COMPETENCY AS MOTOR VEHICLE OPERATORS. DURING THE WAR YEARS, OUR CLINIC PROGRAM WAS EXTENDED TO FURNISH THE ARMED SERVICES LOCATED IN PENNSYLVANIA, WITH THE DRIVER CLINIC SERVICE WHICH MATERIALLY AIDED THE ARMED SERVICES IN ESTABLISHING ADEQUATE FACILITIES FOR EXAMINING AND REGISTERING MOTOR VEHICLE OPERATORS, ASSIGNED TO OPERATE GOVERNMENT EQUIPMENT. THIS PROGRAM INCLUDED BOTH MILITARY AND CIVILIAN PERSONNEL AT THE INSTALLATIONS LOCATED WITHIN PENNSYLVANIA. IN OUR OPINION, THE CLINIC PROGRAM WAS A DEFINITE FACTOR IN THE OUTSTANDING SAFETY RECORD ENJOYED BY THE MILITARY SERVICES LOCATED IN PENNSYLVANIA.

IN THE POST-WAR ERA OUR PROGRAM WILL BE INCREASED IN COVERAGE CONSISTENT WITH OUR PRESENT PROGRAM OF BRINGING OUR STRENGTH UP TO THE AUTHORIZED NUMBER OF 1,600. IN ADDITION TO OUR REGULAR PROGRAM THE PENNSYLVANIA STATE POLICE MAKES AVAILABLE THE FACILITIES OF OUR DEPARTMENT TO ALL POLICE THROUGHOUT THE COMMONWEALTH, IN A COOPERATIVE MANNER. THIS PHASE OF OUR PROGRAM IS CONSIDERED ONE OF THE MOST IMPORTANT BECAUSE WE FEEL THAT THE ASSISTANCE AND COOPERATION OF THE ORGANIZED POLICE DEPARTMENTS IN PENNSYLVANIA IS MOST ESSENTIAL AND ONLY THROUGH A COMPLETE UNDERSTANDING AND COOPERATION CAN WE SERVE THE PEOPLE OF PENNSYLVANIA IN THE DESIRED DEGREE. IN ADDITION TO THE COOPERATION WITH THE POLICE DEPARTMENTS, THE PENNSYLVANIA STATE POLICE ALLIES ITS HIGHWAY SAFETY PROMOTIONAL ACTIVITIES WITH ALL THE MOTOR CLUBS, SERVICE CLUBS, AND CIVIC ORGANIZATIONS, WHICH ACTIVELY PARTICIPATE IN THE PROMOTION OF HIGHWAY SAFETY. THE PENNSYLVANIA STATE POLICE CORDIALLY INVITES THE ASSISTANCE AND ADVICE, TOGETHER WITH THE COOPERATION, OF THE ENTIRE CITIZENRY OF PENNSYLVANIA, IN OUR PROGRAM OF PROTECTING THE LIFE AND PROPERTY OF THE PEOPLE IN PENNSYLVANIA, AND WE FEEL THAT, THROUGH CONFERENCES AND MEETINGS OF ALL PERSONS CONCERNED, A BETTER UNDERSTANDING WILL BE ATTAINED AND THE DESIRED DEGREE OF SAFETY ON OUR HIGHWAYS WILL BE REFLECTED BY OUR CONCERTED EFFORTS.

HONORABLE ROBERT E. WOODSIDE:
THE COURT'S POINT OF VIEW

I AM SUPPOSED TO LOOK AT THE PROBLEM WE ARE DISCUSSING THIS MORNING NOT AS IT APPEARS THROUGH THE WINDSHIELD OF AN AUTOMOBILE BUT AS I SEE IT FROM OVER THE TOP OF A JUDICIAL BENCH.

IN THE FIRST PLACE IN ORDER TO DO THIS WE MUST UNDERSTAND THE FUNCTIONS OF THE COURT. ONE OF THESE IS TO DETERMINE THE GUILT OR INNOCENCE OF THE PERSON BROUGHT BEFORE IT. THE OTHER IS TO IMPOSE PROPER PUNISHMENT AS PROVIDED BY LAW UPON A PERSON WHO ADMITS HIS GUILT OR IS FOUND GUILTY. IN DETERMINING THE GUILT OR INNOCENCE OF A PERSON THE COURT SHOULD NOT BE INFLUENCED BY ANY CRUSADE AGAINST THE TYPE OF OFFENSE COMMITTED, NOR SHOULD IT BE INFLUENCED BY ANY PERSONAL BELIEF THAT THE OFFENSE IS NOT A SERIOUS ONE. IT IS A MATTER OF APPLYING THE EVIDENCE TO THE LAW AND DETERMINING WHETHER THE PERSON IS GUILTY OR NOT. IF THE PERSON IS FOUND GUILTY OR ADMITS HIS GUILT, THEN THE COURT MUST IMPOSE PUNISHMENT WITHIN THE BOUNDS PRESCRIBED BY THE LEGISLATURE. AT THIS TIME THE COURT TAKES INTO CONSIDERATION ALL THE SURROUNDING CIRCUMSTANCES - THE TYPE OF MAN THE DEFENDANT IS; WHETHER HE IS AN HABITUAL VIOLATOR AND ANY CIRCUMSTANCES WHICH MAY MAKE THE PARTICULAR OFFENSE MORE SERIOUS OR LESS SERIOUS.

ONE OF THE GREAT DANGERS ON THE HIGHWAY IS THE DANGER OF THE STOLEN CAR. THE DRIVER OF A STOLEN CAR IS NEVER A SAFE DRIVER. IF HE THINKS HE IS BEING PURSUED HE WILL TRAVEL THROUGH RED LIGHTS AND STOP SIGNS. HE NEARLY ALWAYS DRIVES AT A HIGH RATE OF SPEED. FREQUENTLY HE IS AN INEXPERIENCED DRIVER. I PERSONALLY HAVE HAD SEVERAL JUVENILES WHO HAD NEVER OPERATED AUTOMOBILES IN THEIR LIVES BEFORE THEY DROVE AWAY THE ONES THEY STOLE. NEEDLESS TO SAY THEY WRECKED THEM.

STEALING AUTOMOBILES WOULD BE GREATLY REDUCED IF DRIVERS DID NOT LEAVE THEIR KEYS IN THE CAR. MANY TIMES I HAVE HAD BOYS COME INTO JUVENILE COURT FOR STEALING AUTOMOBILES, AND TELL ME THAT THEY LOOKED IN OVER 100 CARS BEFORE THEY FOUND ONE WITH THE KEY IN IT. THEY HAVE OFTEN TOLD ME OF NIGHTS WHEN THEY WENT OUT TO STEAL CARS AND DID NOT DO SO BECAUSE THEY COULD NOT FIND ONE WITH THE KEY LEFT IN IT.

LIVING IN A SMALL TOWN, THERE WAS A TIME WHEN I SELDOM TOOK MY KEY OUT OF THE CAR. MY EXPERIENCE IN JUVENILE COURT HAS IMPRESSED ME SO GREATLY THAT TODAY I WOULD NOT OPPOSE AN AMENDMENT TO THE MOTOR CODE PROVIDING A SMALL FINE FOR ONE WHO LEFT A CAR UNATTENDED WITH THE KEYS IN IT.

PROCEDURE DIFFERS IN DIFFERENT SECTIONS OF THE STATE. I WAS VERY MUCH INTERESTED IN THE ABLE PRESENTATION OF MR. KITCHENMAN. HE ADVISED US THAT HE CANNOT PROSECUTE ANYONE HE BELIEVES UNDER THE INFLUENCE OF INTOXICATING LIQUOR UNLESS HE IS TAKEN BEFORE A DOCTOR AND DECLARED BY HIM TO BE UNDER THE INFLUENCE. OF COURSE, ALL COURTS WANT THE BEST AVAILABLE TESTIMONY TO DETERMINE THE GUILT OR INNOCENCE OF A MAN, AND THE EVIDENCE OF A DOCTOR IS BETTER THAN THE EVIDENCE OF A LAYMAN. BUT IN OUR COURT WE CONVICT MANY PERSONS OF OPERATING WHILE UNDER THE INFLUENCE OF INTOXICATING LIQUOR UPON THE EVIDENCE OF LAYMEN AND WITHOUT THE DEFENDANT EVER HAVING BEEN TAKEN BEFORE A DOCTOR.

THE PROBLEM OF RECKLESS DRIVING COULD BE VERY EASILY SOLVED IF THE PEOPLE OF THIS COUNTRY WERE ANXIOUS TO HAVE THE MOTOR CODES ENFORCED. THE TROUBLE

IS NONE OF US WANTS THE LAWS REALLY ENFORCED. YOU SAY I AM WRONG? WELL, HOW MANY OF YOU, IF YOU SAW A MAN ROBBING ANOTHER WOULD NOT IMMEDIATELY TAKE ACTION TO HAVE HIM APPREHENDED AND PUNISHED. I CAN SAY ALL OF YOU WOULD. ON THE OTHER HAND, HOW MANY OF YOU UPON SEEING A RECKLESS DRIVER WOULD ATTEMPT TO HAVE HIM APPREHENDED AND PUNISHED? WE HAVE DEVELOPED A PHILOSOPHY CONCERNING ENFORCEMENT OF THE MOTOR CODE THAT MAKES A PERSON APPEAR A LITTLE QUEER IF HE REPORTS ANOTHER FOR AN AUTOMOBILE VIOLATION UNLESS THE PERSON REPORTING HAPPENED TO BE INVOLVED WITH THE OTHER PERSON IN AN ACCIDENT. WE ALL FEEL AN OBLIGATION TO ENFORCE THE LAW AGAINST BURGLARS AND ROBBERS AND THE LIKE, BUT WE FEEL THAT ONLY POLICE OFFICERS HAVE ANY OBLIGATION TO ENFORCE THE LAW AGAINST RECKLESS DRIVERS AND THERE ARE JUST NOT ENOUGH POLICE OFFICERS IN THE STATE TO BE ON HAND WHEN THE RECKLESS DRIVING IS BEING DONE.

I WANT TO PAY MY RESPECTS TO THE POLICEMEN OF THIS COMMONWEALTH. THE STATE POLICE PARTICULARLY HAVE A THOROUGH KNOWLEDGE OF THE MOTOR CODE. THEY ARE GENERALLY FAIR AND THEIR TESTIMONY IS CLEAR AND INTELLIGENT. OUR EXPERIENCE WITH THE CITY POLICE HAS BEEN THE SAME, AND IN MOST INSTANCES THE SAME COULD BE SAID OF THE POLICE OF SMALLER COMMUNITIES. POLICE OFFICERS SOON BECOME PRETTY WELL KNOWN TO THE COURT. OCCASIONALLY THERE IS ONE WHO IN ORDER TO CONVICT MAY EXAGGERATE, OR EVEN TELL AN UNTRUTH. IT IS NOT LONG UNTIL THE COURT GETS TO KNOW SUCH A PERSON AND IMMEDIATELY BEGINS TO SUSPECT ALL HIS TESTIMONY. AS A RESULT OF HAVING COLORED HIS TESTIMONY IN ONE CASE THE COURT NATURALLY BECOMES SUSPICIOUS WHENEVER THAT OFFICER TESTIFIES. WITH THE FRANK AND HONEST OFFICER, AS MOST OF THEM ARE, THE COURT, IN THE LIGHT OF THE EXPERIENCE WHICH IT HAS WITH SUCH OFFICER, IS LIKELY TO GIVE VERY GREAT WEIGHT TO HIS TESTIMONY.

ONE OF THE BEST WAYS PROVIDED BY LAW TO IMPROVE CONDITIONS ON OUR HIGHWAY IS THE RIGHT TO SUSPEND AND REVOKE OPERATOR'S LICENSES. IN THIS THE DEPARTMENT OF REVENUE HAS BEEN DOING AN OUTSTANDING JOB AND I THINK MOST OF THE COURTS OF THE STATE HAVE SUPPORTED AND ASSISTED IT. I KNOW OUR COURT HAS. IN THE JUVENILE FIELD THE COUNCIL OF JUVENILE COURT JUDGES AND THE DEPARTMENT OF REVENUE HAVE COOPERATED IN WORKING OUT A PLAN WHEREBY THE JUDGE LIFTS THE LICENSE OF AN OFFENDING JUVENILE WITHOUT THE REQUIREMENT OF AN ADDITIONAL HEARING BEFORE THE DEPARTMENT. ALL JUVENILES BROUGHT INTO MY COURT MUST OBTAIN PERMISSION FROM THE PROBATION OFFICE TO APPLY OR HOLD A LICENSE TO OPERATE A MOTOR VEHICLE, AND IN ALL CASES, THE RULES CONCERNING THE TIME AND CIRCUMSTANCES UNDER WHICH THEY OPERATE, ARE GIVEN THEM. SOMETIMES THEY ARE LIMITED TO OPERATE ONLY IN DAYTIME, OR ONLY TO AND FROM THEIR SCHOOL OR WORK, OR ONLY WHEN ACCOMPANIED BY THEIR PARENTS.

WE HAVE A PROBLEM HERE THAT MUST BE MET, AND IT IS IMPORTANT THAT ALL OF US IN OUR RESPECTIVE POSITIONS USE THE MOST INTELLIGENT MEANS AT OUR COMMAND TO MEET IT AND SOLVE IT.

RESOLUTIONS:

THE FOLLOWING RESOLUTIONS WERE ADOPTED:

1. THAT EVERY MEANS BE TAKEN BY THE COMMONWEALTH TO ENLARGE THE PREVENTIVE PROGRAM BY THE INCREASED USE OF WHITE OR OTHER CARS THAT ARE EASILY DISTINGUISHABLE.

2. THAT WE SUGGEST PROPER ATTENTION BE GIVEN TO ACCIDENT REPORTING BY MUNICIPAL POLICE, AND A SIMPLE FORM OF SUCH REPORTING BE ADOPTED AND USED.
3. THAT THE RURAL HIGHWAYS WHERE NO SIDEWALKS EXIST BE POSTED, WARNING PEDESTRIANS TO WALK ON SIDE FACING TRAFFIC.
4. THAT THE CONDITIONS EXISTING AS CONCERNS PEDESTRIAN SAFETY AND CONTROL IN WASHINGTON, D. C., BE STUDIED FOR THE PURPOSE OF SUGGESTING POSSIBLE CONTROL IN PENNSYLVANIA CITIES.
5. THAT THE STATE POLICE BE GIVEN THE BEST EQUIPMENT, HIGHEST TYPE OF TRAINING, AND ADEQUATE FORCE TO CARRY ON THE WORK OF THE FORCE.
6. THAT ALL CONTROVERSIAL SUBJECTS BE REFERRED TO THE ACTION COMMITTEE FOR THEIR CONSIDERATION AND RECOMMENDATION.
7. THAT THE ADMINISTRATION OF DRIVER EDUCATION AND TRAINING IS A DIRECT RESPONSIBILITY OF EDUCATIONAL SYSTEMS AND SHOULD BE MADE A PART OF THE SECONDARY SCHOOLS' CURRICULUM.
8. THAT EXAMINATION FOR MOTOR VEHICLE OPERATORS' LICENSES SHOULD BE MADE MORE RIGID AND THAT PROVISION SHOULD BE MADE TO RE-EXAMINE ALL DRIVERS PERIODICALLY.
9. THAT THE PENNSYLVANIA VEHICLE CODE BE AMENDED IN SUCH MANNER AS WILL PERMIT LOCAL ENFORCEMENT OF PEDESTRIAN VIOLATIONS.

LUNCHEON MEETING

1:30 P.M.

Penn Harris Hotel

HON. DAVID W. HARRIS, presiding

HON. DAVID W. HARRIS:

ON BEHALF OF THE GOVERNOR AND THE SAFETY CONFERENCE COMMITTEE, WHICH HAS ARRANGED THIS MEETING, WE WANT TO EXPRESS OUR APPRECIATION FOR THE GREAT INTEREST DISPLAYED. WE HOPE THAT THE CONFERENCES WHICH YOU ATTENDED SINCE THE GENERAL MEETING THIS MORNING, HAVE BEEN WORTHWHILE.

PERSONALLY, I LOOKED IN UPON EACH OF THE CONFERENCES AND I SAW GREAT INTEREST BEING DISPLAYED, AND I HOPE THAT WE WILL ALL HAVE SOMETHING WORTHWHILE TO TAKE BACK HOME.

YOU HEARD FROM OUR DISTINGUISHED GOVERNOR THIS MORNING. FROM THE EXECUTIVE SIDE, YOU HEARD MANY OF THE CABINET OFFICERS AND THOSE WHO ARE ASSOCIATED WITH US IN THE ADMINISTRATIVE WORK, AND WE FELT THAT YOU WOULD PROBABLY LIKE TO HEAR FROM THE LEGAL SIDE. THEREFORE WE HAVE ASKED OUR ATTORNEY GENERAL IF HE WILL ADDRESS YOU ON THE LEGAL SIDE AND SUCH OTHER PHASES OF HIGHWAY SAFETY WHICH MAY COME INTO HIS MIND OR WITH WHICH HE MAY BE FAMILIAR. I THEREFORE PRESENT TO YOU THE ATTORNEY GENERAL OF THE COMMONWEALTH OF PENNSYLVANIA, JAMES H. DUFF.

--- -APPLAUSE ---

JAMES H. DUFF:

SECRETARY HARRIS, GOVERNOR MARTIN, LADIES AND GENTLEMEN. IT IS ENORMOUSLY ENCOURAGING AT A CONFERENCE OF THIS KIND TO FIND SUCH A TREMENDOUS OUTPOURING OF REPRESENTATIVE CITIZENS OF THE COMMONWEALTH BECAUSE IT INDICATES FROM THE CALIBER OF THE PERSONNEL HERE AN INTEREST OF THE KIND THAT IS BOUND TO GET RESULTS.

THIS BUSINESS OF HIGHWAY SAFETY HAS A LOT OF ANGLES THAT YOU HAVE HEARD DISCUSSED. I AM NOT GOING TO ATTEMPT TO DISCUSS IT FROM ANY TECHNICAL ANGLE BECAUSE YOU WOULD BE THE FIRST TO KNOW THAT I WOULD NOT BE QUALIFIED TO DISCUSS IT FROM THAT ANGLE. BUT THERE ARE CERTAIN PHASES OF IT WITH WHICH I HAVE BEEN TREMENDOUSLY IMPRESSED DURING THE TIME I HAVE BEEN THE CHIEF ENFORCEMENT OFFICER OF THE COMMONWEALTH.

THERE IS EVERY KIND OF WAY FOR ACCIDENTS TO HAPPEN, AS YOU KNOW.

A COUPLE WEEKS AGO I HAPPENED TO BE DOWN AT CAPE HATTERIS, I DON'T KNOW WHETHER ANY OF YOU HAVE EVER BEEN THERE OR NOT BUT HATTERIS IS A SMALL STRIP OF SAND BAR ABOUT 27 MILES OFF THE COAST OF NORTH CAROLINA AND THERE ARE TWO WAYS OF GETTING THERE. ONE BY A FERRY WHICH HITS BOTTOM AND YOU WONDER IF YOU'RE GOING TO CAPSIZE AND THE OTHER IS TO ATTEMPT TO COME DOWN ALONG THE BEACH BETWEEN TIDES.

IN THE GROUP OF FIVE GOING FISHING AND IN THE DISCUSSION OF HOW TO GET THERE, IT WAS DECIDED WE WOULD TRY TO GO DOWN THE BEACH BETWEEN TIDES AND THE METHOD WAS SOMETHING DIFFERENT THAN BY AUTOMOBILE BECAUSE SOMETIMES IT WAS TOO SOFT. SO FINALLY WE MADE A DEAL WITH A FELLOW WHO HAD A COMMAND CAR, A FOUR WHEEL DRIVE WHICH NONE OF US COULD DRIVE SO WE HAD TO MAKE A DEAL WITH A FELLOW WHO COULD. THEN THE QUESTION CAME UP AS TO THE POSSIBILITY OF DAMAGE TO THIS COMMAND CAR BUT WE WERE ASSURED BY THE MAN WHO OWNED IT THAT THERE WOULD BE NO RISK WHATSOEVER OF AN ACCIDENT BECAUSE THERE WAS NO PLACE FOR AN ACCIDENT TO HAPPEN. WITH THAT UNDERSTANDING WE MADE ARRANGEMENTS TO PAY SO MUCH A DAY FOR THE COMMAND CAR AND SO MUCH FOR THE DRIVER. WE DIDN'T SEE THE CAR UNTIL THE DAY AFTER WE GOT THERE. IT TOOK 6 HOURS TO GO 40 MILES. IT WAS TOUGH GOING. THERE WERE NO SPEED LIMITS AND NO HAZARDS. WHEN IT CAME TIME TO GET THE CAR TO GO BACK, THE BOY WHO HAD IT, APPEARED WITH THE WINDSHIELD SMASHED AND THE TOP WAS TORN OFF. SO WE DID HAVE AN ACCIDENT IN A PLACE WHERE IT WAS SAID TO BE IMPOSSIBLE. WE ASKED THE BOY HOW IT WAS POSSIBLE THAT HE COULD HAVE AN ACCIDENT IN A PLACE SUCH AS WE WERE, WHERE THERE WERE NO AUTOMOBILES AND NO ROAD HAZARDS AND HE SAID, "BOSS, I WAS OUT WITH MY GIRL AND I HAD TO PARK UNDER A TREE WITH THE LIMBS LOW AND I HAD TO LEAVE TOO SOON."

SO, THERE ARE WAYS OF HAVING ACCIDENTS, ANYWHERE, AS YOU KNOW.

I VISITED A CAMP THE OTHER NIGHT ON MY WAY OVER TO HARRISBURG WHERE THEY WERE TELLING SOMETHING CONNECTED WITH LAW ENFORCEMENT OFFICERS IN NEW JERSEY. GOING THROUGH A CERTAIN TUNNEL THERE WERE SO MANY TRUCKS THAT ENFORCEMENT OFFICERS INSISTED UPON GOVERNORS BEING PUT ON THEM TO CONTROL THE SPEED. THERE WAS A COLORED GENTLEMAN WHO HAD BEEN EXCEEDING THE SPEED LAW AND A TRAFFIC OFFICER HALTED HIM AND VERY ROUGHLY CRITICISED HIM, IN A LANGUAGE I WOULDN'T REPEAT. THIS COLORED GENTLEMAN WAS VERY EXCITED AND WHEN THE OFFICER SHOUTED, "DON'T YOU KNOW YOU HAVE A GOVERNOR ON THAT CAR," HE REPLIED, "NO SIR, THAT AIN'T NO GOVERNOR, THAT'S THE FERTILIZER YOU SMELL."

--- LAUGHTER ---

NOW, YOU HAVE HEARD FROM THESE GENTLEMEN THAT YOU HAVE LISTENED TO BEFORE OF MOST OF THE THINGS, I SUPPOSE ALL OF THE THINGS, THAT ENTER INTO THIS TRAFFIC HIGHWAY PROBLEM.

BUT, ABOVE ALL OTHER THINGS IT SEEMS TO ME THAT ONE OF THE GREATEST APPEALS THAT CAN BE MADE IS ON THE BASIS OF PUBLIC HEALTH, BECAUSE IT VERY DEFINITELY DOES CONCERN THE PUBLIC HEALTH.

WHEN EIGHT HUNDRED AND THIRTEEN, ISN'T THAT THE NUMBER (LOOKS TO GOVERNOR MARTIN FOR CONFIRMATION OF THE FIGURES) HAVE BEEN KILLED IN PENNSYLVANIA AS OF JUNE 30, OF THIS YEAR, NOT TO MENTION ACCIDENTS, IT GOES WITHOUT SAYING THAT THE PUBLIC HEALTH IS TREMENDOUSLY CONCERNED.

I WAS VERY MUCH IMPRESSED EARLIER THIS YEAR DURING THE CANCER CAMPAIGN, THERE WERE CERTAIN THINGS SAID THEN THAT DRAMATIZE THE SITUATION TO ME IN A WAY THAT NEVER STRUCK HOME BEFORE AND I WOULD LIKE TO TELL YOU JUST ONE OR TWO OF THOSE BRIEFLY, BECAUSE I THINK IT IS BY AN APPEAL TO THE PUBLIC ON THE HOME BASIS THAT WE CAN DO SOMETHING MORE ABOUT CUTTING DOWN TRAFFIC ACCIDENTS THAN WE HAVE BEFORE.

IF YOU RECALL DURING THAT CAMPAIGN OF CANCER, WHICH WE ALL DREAD AND DON'T LIKE TO TALK ABOUT, THERE WERE CERTAIN FIGURES THAT WERE CONSTANTLY ITERATED AND REITERATED AND ONE OF THEM WAS THAT THE INCREASE IN CANCER DEATHS HAD GONE FROM 143,000 IN A YEAR TO 185,000 IN A YEAR AND OVER 40 YEARS OF AGE, ONE MAN IN EVERY TEN DIED FROM CANCER, AND THAT AMONG WOMEN ONE IN EVERY EIGHT.

THOSE ARE THE KIND OF FIGURES THAT ANYONE LISTENING TO THEM FEELS THAT THEY CONCERN THEM BECAUSE THEY ARE SO TREMENDOUS AND THE PROPORTIONS ARE SO VERY LOW THAT IT IS ALMOST SURE TO CONCERN YOU OR SOMEONE WITH WHOM YOU ARE DEEPLY CONCERNED. THEREFORE, I THINK ONE OF THE THINGS THAT CAN VERY EFFECTIVELY BE DONE WOULD BE TO GET A GROUP OF FIGURES SHOWING WHAT THE DEATH AND ACCIDENT RATE IN A VERY DRAMATIC WAY AND THEN CONTINUOUSLY TELL THE PUBLIC WHAT THOSE FIGURES ARE, THE SAME AS WAS DONE IN THE CANCER CAMPAIGN.

ANOTHER PHASE OF IT THAT HAS IMPRESSED ME IS THIS. ANYONE WHO HAS BEEN IN POLITICS IN ANY CAPACITY WHATEVER KNOWS THAT THE AVERAGE PERSON DOES NOT SERIOUSLY CONSIDER THE TREATMENT OF LAW ENFORCEMENT WITH RESPECT TO TRAFFIC ACCIDENTS. EVERYBODY FEELS THAT HE KNOWS SOMEONE WHO WILL "FIX" HIS CASE.

I AM ADVISED THAT IN BOTH PITTSBURGH AND PHILADELPHIA, I DON'T KNOW THIS AS TRUE BUT I RECEIVED CIRCULARS WHICH I BELIEVE ARE CORRECT, THERE ARE CASES RUNNING UP INTO THE HUNDREDS OF THOUSANDS WHERE TICKETS HAVE BEEN GIVEN INDIVIDUALS FOR TRAFFIC VIOLATIONS AND NOTHING HAS BEEN DONE ABOUT IT.

AS A MATTER OF FACT, TAKE ANY OF YOU, THERE ARE NOTABLE EXCEPTIONS AMONG YOU, AS THERE ARE IN OTHER GROUPS, OF COURSE, BUT THE CHANCES ARE, YOU HAVE BEEN IN SITUATIONS WHERE YOU HAVE RECEIVED A TICKET OR OTHER NOTIFICATION OF A VIOLATION AND THE ONE THING THAT OCCURRED TO YOU WAS TO GET SOMEONE TO "FIX" IT FOR YOU AND IF IT HAPPENED TO BE IN A PART OF THE STATE WHERE YOU WERE NOT ACQUAINTED, WHERE YOU WERE GIVEN A NOTIFICATION TO APPEAR, THE THING YOU IMMEDIATELY SCRAPPED YOUR MIND FOR WAS NOT A DETERMINATION OF WHETHER OR NOT YOU HAD VIOLATED THE LAW, BUT WHETHER OR NOT YOU KNEW SOMEONE IN THE PLACE WHERE YOU HAD VIOLATED IT WHO COULD "FIX" IT UP FOR YOU. THEREFORE, ALL OTHER CONSIDERATIONS ASIDE, SUCH AS THE ELIMINATION OF CURVES, OF BOTTLE-NECKS AND OTHER TRAFFIC HAZARDS IF YOU WANT TO GET BETTER OBSERVATION OF THE LAW IN PENNSYLVANIA AND ELSEWHERE, MAKE THE LAW SO THAT NO ONE CAN "FIX" IT FOR YOU, IRRESPECTIVE OF WHERE IT IS OR WHO YOU ARE.

--- APPLAUSE ---

NOW IT IS ALSO A NOTORIOUS FACT IN PENNSYLVANIA AND I HOPE THE NEWSPAPER LADIES AND GENTLEMEN WILL NOT ASK ME FOR SPECIFIC PLACES FOR I'M NOT GOING INTO PERSONALITIES AND I'LL NOT GIVE THEM NOW OR LATER, BUT THERE ARE CERTAIN COMMUNITIES IN PENNSYLVANIA WHERE SUFFICIENT ATTENTION IS NOT GIVEN TO APPEALS IN MATTERS OF TRAFFIC VIOLATIONS WITH THE RESULT THAT IT IS EXCEEDINGLY DIFFICULT IN THOSE PLACES TO SECURE A CONVICTION IF AN APPEAL IS MADE.

IN THE MATTER OF DRUNKEN DRIVING I THINK, WHILE THERE ARE MANY COURTS WHO ACCEPT THE RESPONSIBILITY OF DEALING WITH THOSE CASES, WITH THE TREMENDOUS SERIOUSNESS THAT THEY IMPORT, THERE ARE OTHERS WHO HAVE NOT AS A RULE BEEN WILLING TO DEAL WITH IT IN THE SERIOUS WAY THAT THEY SHOULD.

I REMEMBER WHEN I WAS STUDYING LAW, THE EXAMPLE OF THE BRICK-LAYER WORKING ALONG A HIGHWAY WHO BROKE OFF A BRICK AND INSTEAD OF BEING CAREFUL OF IT, THREW IT DOWN ON THE HIGHWAY, HE DIDN'T DO IT FOR THE PURPOSE OF KILLING ANYONE ON THE HIGHWAY, OF COURSE, BUT HE DID IT WITH SUCH RECKLESS ABANDON AS TO WHETHER OR NOT IT DID KILL SOMEONE THAT HE MANIFESTLY WAS GUILTY OF A CRIME THAT SHOULD BE PUNISHED.

NOW, THE DIFFICULTY IS, AS YOU LADIES AND GENTLEMEN ALL KNOW, THERE ARE SOME VERY WONDERFUL PEOPLE WHO LIKE TO TAKE A DRINK AND THERE ARE SOME VERY MARVELOUS PEOPLE WHO DRINK TOO MUCH OCCASIONALLY AND WHEN THOSE WONDERFUL OR MARVELOUS PEOPLE GET OUT ON THE HIGHWAY IN THAT CONDITION AND HAPPEN TO GET INTO AN ACCIDENT WHERE SOMEONE IS SERIOUSLY INJURED, WE'RE APT TO BE INCLINED, IF WE KNOW THAT INDIVIDUAL, TO DEAL WITH IT IN THE SENSE THAT -- WELL, HE'S SUCH A WONDERFUL PERSON: NOTHING SHOULD BE DONE ABOUT IT. BUT AFTER ALL WE'RE FAILING THERE TO TAKE INTO CONSIDERATION THE FACT THAT IT IS NOT THAT WONDERFUL PERSON THAT IS AT THE SERIOUS END OF THAT PROPOSITION IT IS THE PERSON RUN OVER OR WRECKED OR KILLED AND I THINK WE WILL AGREE THAT IN MATTERS OF THAT KIND IT IS ABSOLUTELY IMPERATIVE THAT PUBLIC OPINION DEMAND THAT THERE BE PUNISHMENT IN SUCH CASES IRRESPECTIVE OF WHERE IT IS OR HOW INFLUENTIAL THAT PERSON MAY BE.

SO, IN THE FINAL ANALYSIS, FROM MY POINT OF VIEW, AS FAR AS A GREAT INCREASE IN TRAFFIC ACCIDENTS IS CONCERNED, IF I WERE ASKED TO GIVE THE ONE GREATEST SOLVENT OF THAT GREAT DIFFICULTY, IT WOULD BE STRICT, UNQUALIFIED ENFORCEMENT OF THE LAW UNDER ALL CIRCUMSTANCES.

NOW, I KNOW THERE'S A CONTROVERSY, WHETHER IT IS ADVISABLE TO ALLOW A TRAFFIC OFFICER TO ARREST ON VIEW INSTEAD OF MAKING AN INFORMATION.

THAT IS A PROCEDURAL MATTER AND THERE IS MUCH TO BE SAID FOR BOTH SIDES OF IT, BUT IF YOU WANT TO BE SURE THAT THE TRAFFIC ACCIDENTS EVERYWHERE WILL BE CUT DOWN WITH GREAT REGULARITY, THEN YOU DEFINITELY MUST HAVE A PUBLIC OPINION THAT WILL SUSTAIN A FINE OR IMPRISONMENT DEPENDING UPON THE SERIOUSNESS OF THE CASE OR THE KIND OF TRAFFIC VIOLATION.

NOW, IS THAT POSSIBLE, WHEN ANYONE THAT HAS ANY STANDING AT ALL IN POLITICS FEELS THAT HIS CASE CAN BE FIXED, BECAUSE YOU CAN'T GET AWAY FROM THE FACT THAT THERE IS A GENERALLY ACCEPTED FEELING THAT IF A POLITICIAN CAN'T GET A TRAFFIC VIOLATION "FIXED" FOR YOU THERE'S SOMETHING WRONG WITH THE POLITICIAN. DEFINITELY, THAT IS THE WRONG ATTITUDE IN SUCH A SERIOUS SITUATION.

NOW, FINALLY AND BRIEFLY, THE MATTER OF EDUCATION. YOU KNOW WHAT A WONDERFUL THING THE DRAMATIZATION OF POLIO IN THE MARCH OF DIMES WAS AND HOW MUCH WAS DONE IN AN EFFORT TO DO SOMETHING ABOUT POLIO. I AM ONE OF THOSE THAT THINK EVERY DIME, EVERY MEETING AND EVERY DANCE IS DEFINITELY AND UNQUALIFIEDLY WORTHWHILE. IF WE WILL DRAMATIZE THE SERIOUSNESS OF THIS OTHER SITUATION, WHICH IN POINT OF ATTACK AND IN POINT OF DEATHS, OUTWEIGHS THE OTHER SO GREATLY THERE IS ABSOLUTELY NO COMPARISON; IF WE WILL DEFINITELY HAVE AN EDUCATIONAL PROGRAM ALONG THOSE LINES IN ALL LEVELS AND ALSO A RESPECT FOR THE LAW, THEN I THINK, LADIES AND GENTLEMEN, THAT YOU WILL PICK UP YOUR RECORD ON TRAFFIC VIOLATIONS, WHEN THOSE THINGS GO INTO EFFECT, AND YOU WILL NOT RECOGNIZE IT AS A SITUATION FROM WHICH YOU FORMERLY HAD SO MUCH FAILURE.

IT HAS BEEN A VERY GREAT PLEASURE BEING HERE.

--- APPLAUSE ---

HON. DAVID W. HARRIS:

THANK YOU GENERAL DUFF FOR THAT MOST INTERESTING ADDRESS. I THINK YOU HAVE GIVEN US A GREAT DEAL TO THINK ABOUT.

OF COURSE THE ELEMENT OF ACCIDENT IS NOT NEW MERELY BECAUSE OF THE AUTOMOBILE. I HAPPEN TO BE ONE OF THE OLDER BOYS AND I WELL REMEMBER THE EARLY BICYCLE DAYS.

THE MOST PROMINENT CORNER IN PHILADELPHIA IS BROAD AND CHESTNUT STREETS. IT IS CONGESTED TODAY BY CARS AND TRUCKS AND YEARS AGO BY BICYCLES. THERE WAS A RIGHT ANGLE COLLISION BETWEEN TWO BICYCLES. O'BRIEN WAS THE OFFICER ON THE CORNER. THE TWO RIDERS GOT INTO QUITE AN ARGUMENT AS TO WHETHER ONE WAS RIGHT AND THE OTHER WRONG AND SO FORTH AND THEY GOT UP AND DUSTED THEMSELVES OFF AND SQUARED OFF AND O'BRIEN CAME ALONG AND ASKED THEM THE TROUBLE. THEY TOLD HIM OF THE TROUBLE, THE ACCIDENT, HOW THEY HAD COLLIDED AND AFTER LOOKING THEM OVER AND THINKING A BIT HE SAID, "I THINK YOU'RE BOTH RIGHT, YOU JUST COME TOGETHER."

--- LAUGHTER ---

GENERAL DUFF SPOKE ABOUT THIS GREAT PROBLEM OF "FIXING" THINGS. BEING CHARGED BY LAW WITH THE RESPONSIBILITY OF THE HIGHWAYS, OF COURSE, WE HAVE MANY APPEALS FROM OUR DECISIONS.

WE HAD ONE MOTORIST, AN AUTOMOBILE OPERATOR WHO HAD NEVER HAD AN EXAMINATION IN PENNSYLVANIA. HE CAME IN UNDER THE OLD GRANDFATHER'S CLAUSE WHEN THE OPERATOR'S LAW WAS PUT INTO EFFECT AND THEREFORE HE CONTINUED DRIVING. HE DROVE FOR A NUMBER OF YEARS WITHOUT ACCIDENTS, PROBABLY A LITTLE AGE CAME ON HIM TOO AND HE HAD THREE ACCIDENTS IN A ROW; THE LAST ONE A FATAL ACCIDENT. HE WAS NOT CHARGED WITH DIRECT MIS-OPERATION BUT NEVERTHELESS WHEN IT CAME TO US WE ORDERED HIM IN FOR A DRIVER EXAMINATION, WHICH HE FAILED. HE KNEW NOTHING WHATSOEVER ABOUT THE MOTOR VEHICLE CODE, IN FACT HE WAS MORE OR LESS ILLITERATE, UNABLE TO READ AND WRITE, AS A RESULT OF WHICH WE REVOKED HIS LICENSE. HE CAME IN ON APPEAL, MADE A PERSONAL APPEARANCE BEFORE THE BOARD. I ASKED HIM ABOUT THE OPERATION OF A CAR WHEN HE CAME TO A STOP SIGN. WHAT HE DID WHEN HE CAME TO A RAILROAD CROSSING WITH THE SIGN "STOP LOOK AND LISTEN". HE JUST SHRUGGED HIS SHOULDERS. I SAID, "I DON'T THINK WE CAN GIVE YOU BACK YOUR LICENSE. WE FEEL YOU'RE A HAZARD ON THE HIGHWAY." AGAIN HE SHRUGGED HIS SHOULDERS. I SAID, "WHAT ARE YOU GOING TO DO ABOUT IT" AND HE SAID, "CAN'T I PAY" AND I SAID, "WHAT DO YOU MEAN," AND HE SAID, "CAN'T I FIX JUST LIKE I USED TO DO IN THE OLD COUNTRY?"

--- LAUGHTER ---

THOSE ARE SOME OF THE PROBLEMS. HOWEVER, GOVERNOR MARTIN YOU HAVE BEEN MOST GRACIOUS WITH US TODAY. WE KNOW HOW BUSY YOU ARE, WE KNOW THAT YOU AND GENERAL DUFF MUST LEAVE BUT I WOULD LIKE GOVERNOR MARTIN, IF YOU WOULD CARE TO DO SO, TO SAY A WORD; IF NOT, THAT'S ENTIRELY UP TO YOU.

--- APPLAUSE ---

GENERAL EDWARD MARTIN:

I JUST SIMPLY WANT TO ADD TO WHAT HAS BEEN SAID THIS MORNING THAT I HAVE LEARNED OF THE VARIOUS SUB-DIVISIONS WORKING AND I AM GREATLY IMPRESSED WITH IT.

I KNOW THAT THROUGH EDUCATION AND THROUGH ENFORCEMENT AND MORE THROUGH PUBLIC OPINION THAT WE CAN DO MUCH TO SOLVE TRAFFIC PROBLEMS IN PENNSYLVANIA. I WANT TO LEAVE THIS AS A FINAL THOUGHT. WE MAY THINK IT IS DIFFICULT TODAY BUT IN FIVE YEARS FROM NOW, UNLESS WE BECOME SAFETY MINDED TO A DEGREE NEVER ARRIVED AT IN ANY STATE IN THE UNION, OUR TRAFFIC ACCIDENTS WILL BE MUCH GREATER BECAUSE I PROPHECY THAT IN FIVE YEARS FROM NOW THERE WILL BE FIVE TIMES THE NUMBER OF CARS ON PENNSYLVANIA'S HIGHWAYS THAN WE HAVE NOW BECAUSE WE WILL NOT ONLY INCREASE THE NUMBER OF PENNSYLVANIA OWNED CARS BUT PEOPLE FROM EVERY STATE IN THE UNION ARE COMING INTO PENNSYLVANIA TO SEE OUR BEAUTIFUL LANDSCAPE AND TO ENJOY OUR HISTORIC SHRINES AND TO LOOK FOR NEW PLACES IN WHICH TO PUT BUSINESS. IT ALL MEANS A GREAT INCREASE.

AGAIN MR. HARRIS I WANT TO THANK YOU, YOUR COMMITTEE AND ALL THE FINE MEN AND WOMEN WHO HAVE MADE THIS GREAT CONFERENCE A REAL SUCCESS. I AM SORRY THAT I HAVE TO MOVE ON.

--- ASSEMBLAGE RISES AND APPLAUDS ---

GOVERNOR MARTIN AND GENERAL DUFF LEAVE.

HON. DAVID W. HARRIS:

I HOPE ALL OUR LUNCHEON PARTICIPANTS WILL REMAIN. WE ARE GOING INTO ALL THE VARIOUS REPORTS AND THE COMMITTEES.

SO THAT IT MAY BE PLAINLY PUT BEFORE YOU THE VARIOUS CONFERENCES THIS MORNING, THE EDUCATION GROUP, THE ENGINEERING GROUP, THE ENFORCEMENT GROUP, THE GROUP THAT MET WITH THE PENNSYLVANIA LIQUOR BOARD MADE RECOMMENDATIONS AND ADOPTED RESOLUTIONS. THOSE WHO PARTICIPATED AT EACH OF THOSE CONFERENCES HAVE A COMPREHENSIVE VIEW OF WHAT THE CONFERENCE HAD IN MIND AND THE MANY RECOMMENDATIONS. HOWEVER, THESE RECOMMENDATIONS HAVE BEEN CONDENSED INTO RESOLUTIONS AND IF YOU WILL BEAR WITH ME I WOULD LIKE TO READ THE RESOLUTIONS.

THE FIRST IS THE RESOLUTION WHICH WAS ADOPTED BY THE ENGINEERING CONFERENCE.

"RESOLVED THAT THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE RECOMMENDS THAT SOUND ENGINEERING PRINCIPLES AND TECHNIQUES FOR THE ELIMINATION OR LESSENING OF PHYSICAL HAZARDS AND FOR SAFE AND EFFICIENT CONTROL OF TRAFFIC MOVEMENT BE UTILIZED TO THE FULLEST EXTENT BY ALL AGENCIES CONCERNED WITH HIGHWAY TRANSPORTATION, AS MORE FULLY SET FORTH IN THE REPORT OF THIS COMMITTEE."

THE PROCEDURE WILL BE TO CONSIDER AND ADOPT OR REJECT THE RESOLUTIONS OF THE VARIOUS CONFERENCES AS THEY ARE READ. THEREFORE, IF IT MEETS WITH YOUR APPROVAL YOU WILL SO DESIGNATE. I WILL READ IT AGAIN.

"RESOLVED THAT THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE RECOMMENDS THAT SOUND ENGINEERING PRINCIPLES AND TECHNIQUES FOR THE ELIMINATION OR LESSENING OF PHYSICAL HAZARDS AND FOR SAFE AND EFFICIENT CONTROL OF TRAFFIC MOVEMENT BE UTILIZED TO THE FULLEST EXTENT BY ALL AGENCIES CONCERNED WITH HIGHWAY TRANSPORTATION, AS MORE FULLY SET FORTH IN THE REPORT OF THIS COMMITTEE,"

FROM THE FLOOR:

MR. CHAIRMAN, I MOVE THE RESOLUTION BE ADOPTED.

HON. DAVID W. HARRIS:

REGULARLY MOVED BY MR. MITCHEL THAT THE RESOLUTION BE ADOPTED.

FROM THE FLOOR:

I SECOND THAT MOTION.

HON. DAVID W. HARRIS:

THE MOTION HAS BEEN DULY SECONDED. ANY DISCUSSION.

FROM THE FLOOR:

I MOVE WE PROCEED.

HON. DAVID W. HARRIS:

ALL THOSE IN FAVOR OF THE ENGINEERING COMMITTEE OR CONFERENCE RESOLUTION GIVE THEIR CONSENT BY SAYING "AYE"

IN UNISON:

"AYE"

HON. DAVID W. HARRIS:

CONTRARY. THE "AYES" HAVE IT AND IT IS SO ORDERED.

THE NEXT CONFERENCE REPORT IS THAT OF EDUCATION. I MIGHT SAY THAT WE WERE JUST A LITTLE UPSET BECAUSE OF THE TREMENDOUS CROWD THAT ATTENDED THE EDUCATION CONFERENCE. ALTHOUGH I THINK EVENTUALLY EVERYBODY WAS SEATED AND TAKEN CARE OF. HOWEVER, THE RESOLUTION IS:

"RESOLVED THAT THE GOVERNOR'S HIGHWAY SAFETY CONFERENCE RECOMMENDS THAT HIGHWAY SAFETY PROGRAMS BE CONDUCTED IN ALL SCHOOLS OF THE COMMONWEALTH TO PROVIDE TRAINING AND GUIDANCE IN ACCIDENT PREVENTION FOR CITIZENS AT ALL AGE LEVELS, IN ORDER THAT THEY MAY ACCEPT RESPONSIBILITY FOR PERSONAL SAFETY AND FOR THE SAFETY OF THEIR FELLOW CITIZENS IN THIS AGE OF INCREASING MOTOR TRANSPORTATION.

DUE TO THE INCREASING GRAVITY OF THE ACCIDENT PROBLEM, THE CONFERENCE RECOMMENDS TO LOCAL SCHOOL DISTRICTS AND COMMUNITIES THE EMPLOYMENT OF A FULL TIME SAFETY DIRECTOR WHOSE RESPONSIBILITY WOULD BE TO PLAN AND ORGANIZE SAFETY PROGRAMS FOR THE SCHOOLS AND TO CO-ORDINATE SUCH ACTIVITIES WITH THE COMMUNITY'S SAFETY PROGRAM.

THE CONFERENCE RECOMMENDS THAT THE SCHOOLS AND THE COMMUNITIES CO-OPERATE TO THE FULLEST POSSIBLE EXTENT WITH THE STATE DIRECTOR OF HIGHWAY SAFETY EDUCATION OF THE DEPARTMENT OF PUBLIC INSTRUCTION."

FROM THE FLOOR:

MR. CHAIRMAN I MOVE THE RESOLUTION BE ADOPTED.

HON. DAVID W. HARRIS:

IT HAS BEEN REGULARLY MOVED THAT THE RESOLUTION BE ADOPTED.

FROM THE FLOOR:

I SECOND THE MOTION.

HON. DAVID W. HARRIS:

THE MOTION HAS BEEN DULY SECONDED. ANY DISCUSSION. THE MOTION HAVING BEEN MOVED AND SECONDED ALL THOSE IN FAVOR GIVE THEIR CONSENT BY SAYING "AYE".

IN UNISON:

"AYE"

HON. DAVID W. HARRIS:

OPPOSED. THE AYES HAVE IT AND IT IS SO ORDERED.

IN THE ENFORCEMENT CONFERENCE THIS MORNING THERE WERE SEVERAL RECOMMENDATIONS THAT WERE MADE, WHICH HAVE BEEN INCLUDED IN THE REPORT. TWO OF THE, I THINK, HAVE BEEN COVERED BY RESOLUTIONS WHICH WERE ADOPTED. HOWEVER, THE ONE PROVISION, "FOR THE EXAMINATION OF MOTOR VEHICLE OPERATORS LICENSES SHOULD BE MADE MORE RIGID AND THAT PROVISION SHOULD BE MADE TO EXAMINE ALL DRIVERS PERIODICALLY," HAS BEEN INCLUDED IN THIS RESOLUTION.

THE PROPOSAL OR RECOMMENDATION THAT WAS MADE FOR "ARREST ON SIGHT" WE UNDERSTAND BECAME HIGHLY CONTROVERSIAL AND UPON MOTION IT WAS REFERRED TO THE ACTION COMMITTEE AND THE ACTION COMMITTEE CONSENTS TO THE QUESTION BEING GIVEN FULL CONSIDERATION AT A MEETING WHICH WILL BE HELD IN THE VERY NEAR FUTURE.

I THINK GENERAL DUFF COVERED THE PHASE OF THE "ARREST ON SIGHT" AND THAT IS HIGHLY CONTROVERSIAL AND THERE ARE AFFIRMATIVES ON ONE SIDE AND NEGATIVES ON THE OTHER AND WE FELT THAT RATHER THAN BRING IT DIRECTLY BEFORE THIS MEETING AS A GROUP THAT THE ACTION COMMITTEE OR CONFERENCE COMMITTEE WOULD GIVE IT FULL CONSIDERATION WITH THE ASSURANCE, AS I STATED BEFORE, OF EARLY CONSIDERATION.

OF COURSE, AS YOU ALL REALIZE THAT SUBJECT AND MANY SUBJECTS INCORPORATED IN THESE RESOLUTIONS WILL IN ALL PROBABILITY, BE GIVEN CONSIDERATION AT THE NEXT SESSION OF THE LEGISLATURE.

HOWEVER, TO CONTINUE, THE CONFERENCE ON THE ENFORCEMENT RECOMMENDS FIRST "THAT EVERY MEANS BE TAKEN BY THE COMMONWEALTH TO ENLARGE THE PREVENTATIVE PROGRAM BY THE INCREASED USE OF WHITE OR OTHER CARS THAT ARE EASILY DISTINGUISHABLE.

TWO: THAT WE SUGGEST PROPER ATTENTION BE GIVEN TO ACCIDENT REPORTING BY MUNICIPAL POLICE AND A SIMPLE FORM OF SUCH REPORTING BE ADOPTED AND USED.

THREE: THAT THE RURAL HIGHWAYS WHERE NO SIDEWALKS EXIST BE POSTED, WARNING PEDESTRIANS TO WALK ON SIDE FACING TRAFFIC.

FOUR: THAT THE CONDITIONS EXISTING AS CONCERNS PEDESTRIAN SAFETY AND CONTROL IN WASHINGTON, D.C., BE STUDIED FOR THE PURPOSE OF SUGGESTING POSSIBLE CONTROL IN PENNSYLVANIA CITIES.

FIVE: THAT THE STATE POLICE BE GIVEN THE BEST EQUIPMENT, HIGHEST TYPE OF TRAINING, AND ADEQUATE FORCE TO CARRY ON THE WORK OF THE FORCE.

SIX: THAT EXAMINATION FOR MOTOR VEHICLE OPERATORS LICENSES SHOULD BE MADE MORE RIGID AND THAT PROVISION SHOULD BE MADE TO EXAMINE ALL DRIVERS PERIODICALLY."

THAT LADIES AND GENTLEMEN ARE THE RECOMMENDATIONS IN THE RESOLUTIONS FORMED BY THE ENFORCEMENT COMMITTEE, WHAT IS YOUR PLEASURE?

FROM THE FLOOR:

MR. CHAIRMAN, I MOVE THAT THE ENFORCEMENT COMMITTEE RESOLUTIONS BE ADOPTED.

HON. DAVID W. HARRIS:

THE RESOLUTION HAS BEEN FORMALLY MOVED TO BE APPROVED AND ADOPTED.

FROM THE FLOOR:

I SECOND THE MOTION.

HON. DAVID W. HARRIS:

ANY DISCUSSION. HEARING NONE, ALL THOSE WHO ARE IN FAVOR OF THE RESOLUTIONS WILL SIGNIFY THEIR CONSENT BY SAYING "AYE", CONTRARY "NO."

IN UNISON:

"AYE".

HON. DAVID W. HARRIS:

THE "AYES" HAVE IT AND SO ORDERED.

THERE ARE ONE OR TWO GENERAL RESOLUTIONS WHICH I THINK MIGHT BE EXTREMELY HELPFUL. FURTHER RESOLVED IN ORDER TO EFFECTUATE IT, THE CONFERENCE PROCEEDINGS SHALL BE PRINTED AND CIRCULATED TO THE BEST ADVANTAGE FOR THE USE AND GUIDANCE OF LOCAL SAFETY COMMITTEE MEETINGS, THAT THE ESSENCE OF THIS CONFERENCE IS TO SHOW THE MAINTENANCE OF A CONTINUOUS HIGHWAY SAFETY PROGRAM AS BEING ESSENTIALLY A LOCAL PROBLEM AND SHOULD BE COORDINATED WITH THE STATE AND FURTHER THAT THOSE TAKING PART IN THIS CONFERENCE PLEDGE THEMSELVES TO COOPERATE IN THE ESTABLISHMENT OF LOCAL SAFETY COMMITTEES AND THE CONTINUATION OF LOCAL PROGRAMS BASED UPON ACCEPTED STANDARDS AS OUTLINED BY THE COMMITTEES ON ENGINEERING, EDUCATION AND ENFORCEMENT.

WHAT IS YOUR DESIRE ON THESE RESOLUTIONS.

FROM THE FLOOR:

MR. CHAIRMAN, I MOVE THE ADOPTION OF THE RESOLUTIONS.

HON. DAVID W. HARRIS:

IT HAS REGULARLY BEEN MOVED THAT THE RESOLUTIONS BE ADOPTED.

FROM THE FLOOR:

I SECOND THE MOTION.

HON. DAVID W. HARRIS:

ALL THOSE IN FAVOR GIVE THEIR CONSENT BY SAYING "AYE".

IN UNISON:

"AYE".

HON. DAVID W. HARRIS:

CONTRARY. THE "AYES" HAVE IT AND SO ORDERED.

YOUR CHAIRMAN ASSURES EACH AND EVERY ONE OF YOU PRESENT WE ARE GOING TO SEND YOU, JUST AS SOON AS IT IS POSSIBLE TO GET THEM OUT, FULL REPORTS OF THE PROCEEDINGS TODAY AND I FURTHER ASSURE YOU ON BEHALF OF THE COMMITTEE, WITH THE FULL COOPERATION OF THE GOVERNOR, THAT THE SUBJECT OF HIGHWAY SAFETY IS NOT GOING TO DIE WITH THIS MEETING. THE PROBLEM IS HERE AND IT MUST BE MET. WE WANT YOUR HELP AND WE ASSURE YOU THAT WE WILL GIVE YOU ALL THE HELP POSSIBLE.

NOW, THERE'S ANOTHER GROUP THAT MET TODAY. UNFORTUNATELY I HAVE NO RESOLUTIONS FROM THEM BUT THE LICENSEES AND THE HOTEL MEN MET WITH THE MEMBERS OF THE PENNSYLVANIA LIQUOR CONTROL BOARD. I AM GOING TO ASK SENATOR GELDER, THE CHAIRMAN OF THE BOARD IF HE WILL PRESENT THE VIEW OF THE ORGANIZATION.

SENATOR GELDER:

MR. CHAIRMAN, MR. BERTRAM MURPHY REPRESENTS THE FEDERATION OF FRATERNAL AND SOCIAL ORGANIZATIONS BUT HE IS ALSO GOING TO TALK FOR THE VARIOUS OTHER LICENSEES OF PENNSYLVANIA.

MR. BERTRAM MURPHY:

SECRETARY HARRIS, LADIES AND GENTLEMEN; THIS MORNING VARIOUS GROUPS REPRESENTING THE LICENSEES IN PENNSYLVANIA MET WITH MR. GELDER AND MR. STEWART OF THE LIQUOR CONTROL BOARD. AT THAT MEETING WE HAD THE PRESIDENT OF THE HOTEL ASSOCIATION OF PENNSYLVANIA, MYSELF AS REPRESENTATIVE OF THE FEDERATION OF FRATERNAL AND SOCIAL ORGANIZATIONS AND A REPRESENTATIVE OF THE PENNSYLVANIA RETAIL LIQUOR DEALERS ASSOCIATION, ALSO THE PENNSYLVANIA RESTAURANT ASSOCIATION.

WE HAD A VERY INTERESTING DISCUSSION WITH MEMBERS OF THE LIQUOR CONTROL BOARD AND AS A RESULT OF THAT MEETING WE HAVE SET UP A PERMANENT COMMITTEE. THAT COMMITTEE IS COMPOSED OF MR. GELDER, PRESIDENT OF THE LIQUOR CONTROL BOARD, THE PRESIDENT OF THE PENNSYLVANIA HOTEL ASSOCIATION, PRESIDENT OF THE RETAIL LIQUOR DEALERS ASSOCIATION AND THE PRESIDENT OF THE RESTAURANT ASSOCIATION.

THAT WILL BE A PERMANENT COMMITTEE TO COOPERATE ONE HUNDRED PERCENT WITH THE GOVERNOR'S HIGHWAY SAFETY COMMITTEE. ANY SUGGESTIONS OR RECOMMENDATIONS THAT ANYBODY MAY HAVE MADE HERE FOR THAT COMMITTEE CAN BE FORWARDED TO THE SECRETARY OF REVENUE AND IN TURN WILL BE TURNED OVER TO MR. GELDER OR SOME MEMBER OF HIS COMMITTEE.

UNFORTUNATELY ALL THE RETAILERS IN PENNSYLVANIA ARE NOT MEMBERS OF OUR ORGANIZATION BUT HERETOFORE WE HAVE MADE AN EFFORT TO CURB AND PREVENT HIGHWAY ACCIDENTS. WE HAVE POLICED OUR OWN ORGANIZATIONS AND WE HAVE MADE EVERY EFFORT TO SEE THE ORDINARY RETAILER, WHO IS NOT CONFORMING TO THE LAW. WE KNOW THAT PUBLIC SENTIMENT IS AGAINST THE LIQUOR INDUSTRY AND WE KNOW IF DRUNKENNESS IS THE CAUSE OF THE ACCIDENTS, THAT IT WILL BE A DIRECT REFLECTION ON US.

UNFORTUNATELY STATISTICS MIGHT REFLECT ON US BUT THAT DOESN'T TELL THE WHOLE STORY. SOMETIMES A MAN BECOMES INTOXICATED AT A WEDDING PARTY OR SOME OTHER PLACE AND HE DOESN'T GET IT AT A TAP ROOM AND WE REALIZE THE IMPORTANCE OF THIS AND HAVE REALIZED IT FOR A LONG TIME BECAUSE WE HAVE THE "DRYS" ON OUR NECK, GENERALLY, AND WE DON'T WANT ANY ADDITIONAL PUBLIC OPINION AGAINST US.

WE ARE SETTING UP THIS PERMANENT COMMITTEE SO AT LEAST THERE IS ONE PERMANENT COMMITTEE OUT OF THIS CONFERENCE. WE ARE GOING TO CARRY ON A GENERAL COMMITTEE WHICH IS KNOWN AS THE PENNSYLVANIA ALLIED BEVERAGE COMMITTEE. WE HAVE THAT ALREADY IN EXISTENCE. THE GENERAL COMMITTEE WILL CARRY ON THE PURPOSES OF THIS CONFERENCE.

I CLOSING I WANT TO SAY AGAIN, ON BEHALF OF THE GROUPS I HAVE MENTIONED HERE THAT WE ARE ASSURING THE GOVERNOR AND SECRETARY HARRIS OF ONE HUNDRED PERCENT COOPERATION AS WE HAVE THROUGHOUT THE WAR IN ALL MATTERS RELATION TO LICENSEES.

WE KNOW ANY ONE OF THE ORGANIZATIONS OR LICENSEES CONNECTED WITH US CAN BE CONTROLLED BY THE LIQUOR CONTROL BOARD. WE WANT TO AID YOU TO GET RID OF THE GROWING TRAFFIC ACCIDENTS IN PENNSYLVANIA.

HON. DAVID W. HARRIS:

I THANK YOU MR. MURPHY. IS THERE ANY MEMBER OF THE CONFERENCE PRESENT WHO DESIRES TO SAY SOMETHING AT THIS TIME. THE COMMITTEE THANKS YOU FOR YOUR PRESENCE HERE TODAY, THOSE WHO HANDLED THE PUBLICITY, OUR RADIO WORK, AND ALL THOSE CONNECTED WITH THIS CONFERENCE FOR THE MAGNIFICANT JOB THEY HAVE DONE IN ORDER TO BRING THIS CONFERENCE TO A SUCCESSFUL CONCLUSION.

IN CLOSING THE MEETING I WOULD LIKE TO SAY, LET US GO ON AND HAVE BETTER HIGHWAY SAFETY. WE HOPE THAT YOU WILL TAKE BACK HOME WHATEVER YOU HAVE GATHERED HERE TODAY, THAT YOU WILL GET YOUR LOCAL PEOPLE ENTHUSED BECAUSE IF YOU DO THERE WILL BE LESS HAZARD ON THE HIGHWAY.

HARRY WOODS:

MY NAME IS HARRY WOODS, SECRETARY OF THE LEHIGH VALLEY SAFETY COUNSEL. MR. HARRIS HAS THANKED US FOR BEING HERE. I ATTEND A LOT OF CONFERENCES AND I THINK IT IS ONLY FAIR WE RETURN THE ORCHID TO A COMMITTEE THAT HAS HELPED THE CONFERENCE WITH SUCH DISPATCH

--- APPLAUSE ---

LET'S THANK THEM.

--- APPLAUSE ---

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